

The Hongkong Telegraph

WEATHER FORECAST
CHANGE.
Barometer 29.78

(ESTABLISHED 1861)
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September 19th, 1912, Temperature a.m. 71, p.m. 82; Humidity...83, 68.

September 19th, 1911, Temperature a.m. 78, p.m. 76; Humidity...80, 90.

No. 8996

庚子年八月十九日

FRIDAY, SEPTEMBER 20, 1912

五拜禮

號十二月九年癸

836 PAR AVENUE
SINGAPORE 10 CENTS

TELEGRAMS.

ULSTER'S PLEDGE.

TERMS OF COVENANT.

Reuter's
[Service to the "Telegraph."]
London, September 19.
Sir Edward Carson has announced in Belfast that the terms of the Covenant to be signed at the forthcoming Ulster gathering are as follows:—
"Convinced by conscience that Home Rule will be disastrous to the national well-being of Ulster and the whole of Ireland, subversive of our civil and religious freedom, destructive of our citizenship and perilous to the unity of the Empire, we, the undersigned men of Ulster, loyal subjects of His Majesty, humbly relying on the God whom our fathers in days of stress and trial confidently trusted, pledge ourselves by solemn covenant throughout this time of threatened calamity to stand by one another, defending for ourselves and our children the cherished position of equal citizenship of the United Kingdom, and using all means necessary to defeat the present conspiracy to set up Home Rule in Ireland, in the event of such a Parliament being forced upon us, we solemnly and mutually pledge ourselves to refuse to recognise its authority, surely confident that God will defend the right. Hereby we subscribe our names and declare that we have not already signed the Covenant."

HUNGARIAN RIOTS.

TROUBLE IN THE CAPITAL.

London, September 19.
There was further rioting in the streets of Buda Pest last night in consequence of Socialist attempts to hold demonstrations in advocacy of universal suffrage, which the authorities had prohibited. The troops and police broke up the meetings.
It is officially admitted that there were many injured—24 seriously—and that eighty persons were arrested.

BANK OF ENGLAND.

BOY PRINTERS STRIKE.

London, September 19.
One hundred and thirty boys employed in the printing department of the Bank of England struck work, demanding an increase of wages and the abandonment of the system of fines.
They made a demonstration round the Bank, and the authorities dismissed them.

DEAR FOOD.

GERMAN MUNICIPAL DEMANDS.

London, September 19.
A conference of the Municipalities of Berlin and other towns in Germany has passed a resolution petitioning the Federal Council to facilitate the importation of frozen meat in view of the prevailing dearth of food.

UNHAPPY BELFAST.

LOOTING BY UNIONISTS.

London, September 19.
A number of Unionists parading the streets of Belfast last night, wrecked and looted houses and shops, including three licensed grocers' stores, consuming the stocks of spirits therein.
They stoned the police, who dispersed them with their batons.

TELEGRAMS.

THE MANŒUVRES.

SUDDEN TERMINATION.

Reuter's
[Service to the "Telegraph."]
London, September 19.
The British manoeuvres in East Anglia have suddenly terminated, the dispositions, after a day of scattered fighting, being such that a decisive battle was impossible. In the absence of an official statement, the papers ascribe the "stalemate" to the efficiency of the aeroplanes, nullifying every tactical movement.
The King was ten hours in the saddle.
Later.
His Majesty the King this morning made a final tour of the bivouacs, returning in time to attend a conference participated in by General French and other generals at Trinity College, at which the outcome of the manoeuvres was discussed.

AIRSHIP PERFORMANCE.

The airship Gamma was out all last night and correctly located every bivouac of both Armies, on which it dropped several fire-balls, also two on Cambridge, indicating bombs. The night was moonless and almost starless. The airship Gamma herself was practically invisible, the sound of the engines alone indicating her whereabouts.
In the morning the airship proceeded directly to Aldershot. The aviation officers were delighted at the feat.
At the conclusion of the manoeuvres His Majesty the King inspected the troops and expressed the conviction that the training was conducted on the soundest lines. Subsequently His Majesty attended a conference of officers at which the plans of the opposing Generals were criticised.

"HARIKARI."

JAPANESE INTENTIONS FRUSTRATED.

London, September 19.
At Grand Junction, Colorado, fifty Japanese held a secret meeting for the purpose of drawing lots for one of them to commit harikari in consequence of the death of the Emperor of Japan.
The police broke up the meeting and arrested the leaders.

FURTHER SUICIDES.

Reuter's Tokyo correspondent says several suicides have followed General Nogi's example, but the police have stopped others from taking their lives.

THE CHINESE LOAN.

NOT APPROVED BY BRITAIN OR U.S.A.

London, September 19.
The London agreement for a loan to China provided for an immediate advance of half a million sterling on six months Treasury bills. These were offered on the London market yesterday at 97½ and it is stated that all are placed.
Reuter is informed that neither the British nor the American Governments approve of the loan.

TARIFF REFORM.

UNIONIST INTENTIONS.

London, September 19.
Mr. F. E. Smith, speaking at Darlington, said the Unionists would not return to power without a definite mandate for Tariff Reform.

TELEGRAMS.

PRINCE ARTHUR.

A FAREWELL LUNCHEON.

Reuter's
[Service to the "Telegraph."]
London, September 19.
Reuter's correspondent at Tokyo wires that Prince Arthur of Connaught proceeded in a procession to the Imperial Palace for a farewell luncheon, given by Their Majesties the Emperor and Empress.
The Emperor personally met Prince Arthur at the entrance to the Palace. Prince Arthur proceeded to Tatsuno to-night, where he will shoot the Tenriu rapids, and will thence proceed to Kyoto.

GIBRALTAR.

NEW DOCKYARD SUPERINTENDENT.

London, September 18.
Rear Admiral Brock has been appointed in charge of the dockyard at Gibraltar to succeed Rear Admiral Polham.

RECIPROCITY.

A CANADIAN NECESSITY.

London, September 19.
Sir Wilfrid Laurier, speaking at a demonstration of Liberals at Sturgeon Falls, Ontario, affirmed his adherence to Reciprocity as being indispensable to the prosperity of Canada.

AUSTRIAN

DREADNOUGHT.

London, September 19.
A message from Reuter's correspondent at Vienna states that the first Austrian Dreadnought, the Viribus, accomplished 21 knots in her speed trials yesterday.

THE CHINESE REPUBLIC.

NEW APPOINTMENTS.

[From Chinese Sources.]
Shanghai, September 19.
President Yuan has decided to appoint Chia Ping-kwan as Premier, Chu Kai-kim as Minister of Internal Affairs, and Liang Si-yi as Minister of Communications; and has asked the State Council to consider these appointments.

LOAN PROTEST.

The Salt Trade Reorganization Society at Shanghai has telegraphed to Chang Hsin opposing the using of the salt revenue as security for foreign loans.—"Shat Po."

MORE RESIGNATIONS.

Peking, September 19.
Governor General Chan Cheo-chai, of Shantung province, and Wong Yau-ling, Vice-Minister of Justice, have both sent in their resignations.

DR. SUN AND RAILWAYS.

The Railway Bureau formed by Dr. Sun Yat-sen is divided into ten departments.
Dr. Sun Yat-sen intends to establish a college for the teaching of railway management.

THE LOAN QUESTION.

The State Council has decided that the loan agreement must be considered and passed by the State Council before signature.—"Sai Kai Kung Yik Po."

TELEGRAMS.

THE CHIEF SCOUT.

ENGAGEMENT ANNOUNCED.

Reuter's
[Service to the "Telegraph."]
London, September 19.
The "Daily Graphic" states that General Sir R. B. Baden-Powell is engaged to Miss Olave Soames, daughter of Mr. Harold Soames.

OBITUARY.

SIR JAMES T. RITCHIE.

London, September 19.
The death is announced of Sir James Thompson Ritchie, Bart., Lord Mayor of London in 1904, at the age of 77 years.

"HONK, HONK"

The Melodies of the Motor Horn.

It is somewhat curious that motorists, who are sometimes reported to possess the natural endowment of genius, have not so far, thought of organizing an orchestra, with chauffeurs for musicians and motor-horns, and whistles for instruments.
Yet, says the "Fall Mall," such a thing as a motor-orchestra is quite within the bounds of possibilities when one considers the number of different kinds of motor-car signals heard in the course of a day in any of London's thoroughfares. The undergraduate who, when summoned for driving a car which made a noise like the continuous discharge of rifles, pleaded that there were hundreds of similar cars in the streets of London, should have been allowed to go free for the boldness of his statement.
If gramophone records were ever taken of the "musical noises" of the streets of London, they would, when reproduced, prove a huge success, and the public would come to know that there existed motor-horns that emitted "mellow notes" than those of the "continuous discharge of rifles."

There is, indeed, "music" in the streets of London. Just think of a motor-horn, the invention of a Frenchman, and named after a famous French artist, that can play "We won't go home till morning," "Home, Sweet Home," "By the Light of the Silvery Moon," "A Hot Time in the Old Town," and, as might be expected, "The Merry Widow."

Organ Notes.

The inventor tells you his invention neither shrieks nor whistles, but possesses a truly musical tone, not unlike the soft notes of the organ. Is it to be wondered at that the German Emperor uses it on his car?
Then there is the horn which imitates the cow, and which is generally used by the motorist when a horse-omnibus bars his passage. This horn can easily be used as a trombone.

The barking dog is also cleverly imitated by a small bugle-like horn, and is used at night in passing through crowds. It can be made to imitate the puppy, the bull-dog, or the St. Bernard—according to the density of the crowd.

The most up-to-date device in motor signals is, however, one which can be aptly described as the X-ray of sound. Its note is the strangest and most extraordinary combination it is possible to imagine. Its shrillness seems to penetrate through one's very bones. It is most appropriately called the "roarer," for it truly roars not with laughter, however, but with the growl of a dog signal.
What a "roarer" of a sound is a motorist's car with all these horns, would be

TELEGRAMS.

MOROCCO.

FRENCH FORCE ATTACKED.

Reuter's
[Service to the "Telegraph."]
London, September 19.
A French column was attacked midway between Rabat and Fez and lost nine killed and 30 wounded.
The attack was repulsed.

COST OF SUGAR BOUNTIES.

How Germany Helped to Build the British Navy.

The "Vossische Zeitung" discusses in a leading article the withdrawal of Great Britain from the Brussels Sugar Convention, and addresses some salutary admonitions to the section of the German press which charges England with "perfidy" for leaving them "in the lurch." It then says:—"We too deplore England's action, but cannot possibly deny her moral right to do as she pleases. It is doubtful to us if the party now in power does right in withdrawing from the Convention. It will not get the cheap bounty-fed sugar which it desires, since the other countries have renewed the Convention till September 1, 1918, and the Convention is valid even without the participation of England. Besides, must not export more bounty-fed sugar that has been agreed upon. On the other hand, the British cane-sugar colonies will soon make their appearance and demand protection in the shape of protective duties or bounties or steamship subventions or some other similar measure. The present Free Trade Government will, of course, grant none of these demands, but in the party which is now in Opposition the complaints will find a considerable echo."

At the same time England probably knows what she is doing. She has a free hand, as Germany will have on September 1, 1918, and as all the signatories of the Convention will in fact have on September 1, 1913. We do not doubt, however, that the Convention will yet remain in force for five years—the financial interests of the countries which are parties to it are a sufficient guarantee for that.

"The bounty was a heavy burden to all the countries concerned—above all to Germany, the chief exporting country. The bounty legislation is an instructive chapter of history, showing how far the cry of protection of agriculture may lead. It is sufficient to recall that the Americans for many years appropriated the bounty which the sugar from Europe carried with it by means of countervailing duties, so that something like £500,000 flowed annually from the German into the American Treasury. Our receipts from sugar taxes amounted in 1882-3 to about £3,300,000 yearly. In 1887-8, in consequence of the insane race in export bounties, the receipts fell to £733,000. This was an annual loss of something like £2,500,000. We could have built for that sum two battleships annually. This loss was England's profit. England was in a position to build with this money two ships for her own navy. This will now be appreciated. The bounties were then abolished, and the receipts from taxation rose in 1890-1900 to £6,880,000. Thereupon the bounties were again introduced, and the receipts in 1901-3 fell once more to £5,270,000. The Convention was then concluded, but though the sugar tax was greatly reduced, its produce rose once more in 1908-9 to £7,880,000. This was due to the increase of consumption. Our financial administration will undoubtedly do its utmost to clear against any return to the system of bounties."

TELEGRAMS.

ITALY'S FEARS.

A GUARANTEE WANTED.

Reuter's
[Service to the "Telegraph."]
London, September 19.
In connection with the polemic proceeding in the Franco-German Press on the subject of the Mediterranean situation, the "Frankfurter Zeitung" makes the interesting revelation that Italy, fearing that the Mediterranean is being transformed into an Anglo-French sea, has demanded as a condition of her renewal of the Triple Alliance in 1913, that her interests in the Mediterranean be guaranteed. It is believed that the proposal is being favourably considered in Berlin.

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

General Sir H. S. Baden-Powell is engaged to Miss Olave Soames.

The death has taken place of Sir James Ritchie, a former Lord Mayor of London.

Rear Admiral Brock has been appointed in charge of the Gibraltar Dockyard.

The French column in Morocco has been attacked and has lost nine killed and 30 wounded.

One hundred and thirty boys employed in the printing department of the Bank of England have gone on strike.

Unionists paraded the streets of Belfast on Wednesday night and wrecked and looted several shops.

Socialist attempts to hold universal suffrage demonstrations in Buda Pest have resulted in rioting.

According to Mr. F. E. Smith, the Unionists will not return to power without a definite mandate for Tariff Reform.

It is learned that neither the British, or the American Governments approve of the London loan to China.

Prince Arthur of Connaught has been entertained to a farewell luncheon by the Emperor and Empress of Japan.

Sir Wilfrid Laurier has affirmed his adherence to Reciprocity as being indispensable to the prosperity of Canada.

The Army airship Gamma performed splendid feats in the manoeuvres, dropping fire-balls, representing bombs, on both Armies.

A conference of German Municipalities has petitioned the Federal Council to facilitate the importation of frozen meat, in view of the dearth of food.

Several Japanese have followed General Nogi's example in taking their lives, but the police have prevented others from carrying out the intention.

The terms of the Ulster covenant have been announced. The signatories will pledge themselves to refuse to recognise the authority of the Dublin Parliament.

The police at Grand Junction, Colorado, broke up a meeting of Japanese held to draw lots for due to commit harikari in consequence of the death of the Mikado.

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

The first Austrian Dreadnought, the Viribus, has done 21 knots in her speed trials.

After inspecting the troops engaged in the manoeuvres, King George attended a conference of officers at which the plans of the opposing Generals were criticised.

A decisive battle being impossible, owing to the efficiency of the aeroplanes in nullifying tactical movements, the British military manoeuvres have been suddenly terminated.

The "Frankfurter Zeitung" states that Italy, fearing that the Mediterranean is being transformed into an Anglo-French sea, has demanded as a condition to her renewal of the Triple Alliance next year, that her interests in the Mediterranean be guaranteed.

LOCAL.

The French gunboat D' Ibrerville has left Hongkong.

The Long Vacation at the Supreme Court commenced to-day.

For playing the three-card trick a man was fined \$10, with the alternative of a month, this morning.

The H. A. L. s.s. Cleveland has been chartered for two more round-the-world trips, including visits to the Far East.

A man who was caught selling vegetables in Kimberley Road, within the limits of Tsai Tea Tait market, was fined \$2 this morning.

The band concert that was to have been given in the Public Gardens last night was abandoned on account of the state of the weather.

A Chinese who went into a shop and stole a pair of boots fell into the hands of the Police and was recognised as having returned from banishment. He got a month for the larceny and six months for returning from banishment.

A strange story of the purchase of a married woman for \$40 was unfolded at the Police Court this morning. She came to Hongkong to work and, it was stated, was sold (but not by the husband) to a man who was to-day bound over in a personal bond of \$100.

In the case of J. Osawa v. Cho Hing & Co., in the Summary Court yesterday afternoon, Mr. Justice Gompertz gave judgment in favour of the plaintiff for the amount of the claim, less \$5.94, which the defendants claimed should be allowed for shortage in delivery. A stay of execution until noon to-day was granted.

Three more interport events were decided yesterday, namely the running header swallow style, throwing the polo ball, and the half mile race. Shanghai have won both the long distance races, Barthel proving a much superior man to any who have come out for Hongkong. The running header was easily won by Hongkong, both prizes going to local competitors. Souza was by far the best man. Coleman, of the K.O.I.L.E., proved himself a champion at throwing the polo ball, beating the results of 1909 and 1910 when F. B. MacCall was the winner.

Notices



**FINEST OLD DUTCH
GIN & LIQUEURS.**



FINEST OLD SCHIEDAM

\$14.00 per Case of 12 Quarts
INCLUDING DUTY.

SAMPLE BOTTLES FREE
LIQUEUR GLASSES

GRATIS

to regular buyers on application
to the

SOLE AGENTS FOR SOUTH CHINA.

MACLEWEN, FRICKEL & CO.,

4, DES VOEUX ROAD

**THE
SCIENCE OF ADVERTISING.**

Advertising is both a science and an art. We have studied that science.

Do you know the ART?

Can you write a catchy ad?—very few can.

A good ad. is one that catches the eyes, then holds the attention.

Can you do it? We can.

Let us write your ads. for you, insert them in any paper you fancy, but let us write them for you, we like it, that will be our recompense.

Choose your paper, put them in, watch results. ADVICE:—insert them in the paper with the largest circulation—that is the secret of judicious advertising.

All the papers have the largest circulation, if you doubt it, ask them; then tell us, what they tell you.

The other fellow is losing all the money, True; that is the reason he is able TO KEEP UP the advertising rate!

THEY KNOW that the other fellow is losing money hand over fist, if YOU doubt it, ask them, they will tell you candidly; "it is quite true."

The cheapest ad. is the dearest. Why? do you know your business and ask why?

Do you advertise because of friendship? No? To reach the people? Yes, yes, that is the reason and it can only be accomplished by advertising in the paper that has the largest circulation. But if they all have the largest circulation, I must advertise in all the papers? Quite so. If you think

Shipping

**BRITISH INDIA S. N.
CO., LTD.**

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN
Kobe, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "FULTA," 4,154 tons, Captain Tallent, will be despatched for YOKOHAMA and KOBE on the 30th September, at daylight, to be followed on the 12th October by S.S. "ITOLA," Captain Tucker, taking Cargo and Passengers at current rates.

WESTWARD.

The S.S. "MUTTRA," 4,044 tons, Capt. H. Carey, now here and ready to load. 19th inst. will leave Hongkong for SINGAPORE, PORT SWETENHAM, PENANG and RANGOON on the 28th September, at Noon, followed by S.S. "OKARA," 3,291 tons, Captain A. J. Evans, on the 4th October, at Noon, taking cargo and passengers at current rates.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,
AGENTS.
Telephone No. 215,
Hongkong, 17th September, 1912. [147]

Notices

**THE LEEDS FORGE CO.,
LTD., LEEDS.**

Specialists in the Manufacture of RAILWAY ROLLING STOCK of every description.
Pioneers in the Design and Manufacture of
PRESSED STEEL UNDERFRAMES and BOGIES and ALL-STEEL RAILWAY WAGONS.

The Undersigned have been appointed Sole Agents in Hongkong and China.

**THE TAIKOD DOCKYARD & ENGINEERING CO.
OF HONGKONG, LTD.**

BUTTERFIELD & SWIRE.

Hongkong, 23rd September, 1911. [42]

Hotels

HONGKONG HOTEL
A LA CARTE GRILL ROOM.

Hongkong, 20th April, 1911. J. D. FAGGART, Manager. [25]

GRAND HOTEL.

NOTED FOR THE BEST FOOD, ACCOMMODATION, CLEANLINESS, AND GOLD DRINKS.
UNDER EUROPEAN SUPERVISION.

Tel. 197.

F. REICHMANN, Proprietor.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL)
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel, Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.
For particulars and rates apply to PROPRIETORS.
Telephone, 170. Telegrams "Astor." [24]

OPEN AIR SKATING RINK

BELLE VIEW HOTEL

Telephone No. 907.

Sessions: 10 A.M. to 12 Noon, 2 P.M. to 1 P.M. Admission 25 cents.
5 P.M. to 8 P.M. 9 P.M. to 11 P.M. Admission 50 cents.
String Band will play at the above Hotel every Sunday, commencing from 4 p.m. to 10 p.m.

W. GALLAGHER, Manager. [21]

**KING EDWARD
HOTEL.**

A FIRST CLASS HOTEL.

Under European Management.

Electric Light and Lifts.

Latest Improvements.

Reasonable Rates.

Telephone 378.

H. HAYNES,
Manager.

Hongkong, 1st Aug., 1912. [55]

**THE TAIWAN
RAILWAY
HOTEL.**

TAIPEH, FORMOSA.

Under the Direct Management of the
Taiwan Railway Dept.

EXCELLENT CUISINE and
GOOD SERVICE. RATES
6 YEN and Up.

Uniformed hotel porter meets all
trains and steamers. Luggage are
ranged for without any trouble to
guests.

Hongkong, 1st Feb., 1912. [132]



1, WYNDHAM STREET (Flower St.) ESTABLISHED 1900. [48]

**GREEN ISLAND CEMENT
COMPANY, LIMITED.**

PORTLAND CEMENT

In Casks of 87½ lbs. net.

In Bags of 250 lbs. net.

SHEWAN TOMES & CO.,

General Managers.

Hongkong, 14th August, 1901. [128]

THE FAMINE IN CHINA.

Eight Families Distinct with an
area of 80,000 square miles.
Two and a half million people
facing starvation.
PLEASE SEND YOUR CONTRI-
BUTION TO-DAY.

IT WILL HELP TO SAVE LIFE.
The Hon. H. C. GILLIARD, Esq.,
Manager, International Banking Cor-
poration, Shanghai.

Hongkong, 24th January, 1912. [112]

Notice



**DISINFECTANT
FLUID
POWDER**

SOAP

KENNEL INDISPENSABLES.

For the destruction of dis-
ease germs in stables, kennel
and infected places are highly
efficient and economical.

IZAL VETERINARY FLUID

is death to insects and all parasites, harmless to
animals.

AGENTS: W. R. LOXLEY & CO.,
YORK BUILDINGS.

OUR
CONTEMPORARIES.

South China Morning Post.

Prince Katsura's Tour and After.
In the past the English press has never tired of denouncing the corruption and incompetence of the Manchus. The Manchus have been overthrown, but so far is the regime from commanding British moral support in its effort to keep the Empire intact, that the English Government of the day has gone further than any of its immediate predecessors ever did as against the Manchus, in questioning the suzerainty of the central authorities over the outlying provinces. It is indeed to be feared that Manchuria, Tibet, and Mongolia are virtually lost to China. If this is one of the results to be attributed in part to Prince Katsura's recent little tour, the importance of the latter can hardly be exaggerated.

Daily Press.

Chinese Courtesy Titles.
One Chinese has advocated the adoption of the French "Monsieur," in order "to escape the objection which attempts, in correspondence, to confine the use of Mr. to tradesmen and inferiors." The "Peking Daily News" states the case against this suggestion in terms which are worth noting. After remarking that the *lingua franca* in China in the Far East is English, not French, it proceeds to say: "If Englishmen care to witness the supremacy of their tongue as a means of intercourse in China—and all else of their civilization which is necessarily associated with the use of a language—it may be well for them to consider the wisdom of encouraging the use of a form or mode of expression which is singularly calculated to assist other agencies in firmly rooting the English language in the intellectual soil of this country." For Englishmen that must be the last word on the subject. There is not, nor has there ever been, any intentional discourtesy in printing Chinese names in foreign newspapers without the almost universal courtesy title. It has arisen out of the fact that there is nothing corresponding to it in Chinese, and foreign papers have merely followed in this matter Chinese style. Moreover, it is not a style affected by the people of America? If, however, the Chinese themselves deem the appearance of their names in the foreign Press without the courtesy title usually given in all other cases to be derogatory and objectionable, it is a matter that will doubtless be rectified in course of time when it becomes better known that the absence of the prefix hurts their susceptibilities.

China Mail.

Armour-Plate Manufacture.
We read in "Engineering" that one of the specialties which has very largely contributed to the renown of the Essen Works is that of their improved type of modern armour-plate manufacture. This was first started in the early 'nineties, when they put upon the market their hard-fine steel plate, which has since superseded all other types, and is characterised by a hard, amorphous front surface, and a comparatively soft backing having a fibrous texture. Friedrich-Alfred Krupp had followed very closely all the more modern armour-plate experiments, in their various phases. These experiments were numerous; they covered the manufacture of the steel, the selection of different steel alloys, and the various methods of carburising, quenching, and heat-treating the rolled plates. The experiments were crowned with success in the year 1893, when a 280 mm. (10.23 in.) face-hardened plate, the first manufactured on the Krupp process, was fired with satisfactory results.

Italian Convicts to be Sent Home.

The "Siam Observer" understands that Valapetti and Zoppetti, the two Italian subjects who were convicted of criminal libel of the former Italian Minister in Siam, Major Chiodo, and who are now serving their terms of imprisonment in Bangkok, are to be sent to Italy. The other named convicts with this case made their escape.

Entertainment

VICTORIA THEATRE.

Two Performances Nightly.
THE GREAT FILM
TOM BUTLER.

GREAT SUCCESS
of
DALEY and PATSY.

Debut at Matinee on SUNDAY,
16th, 6 p.m. of the Great acrobats
The Shtofroffs.

Hongkong, 14th Sept., 1912. [562]

Notices

**SAVE
YOUR EYES.**

If your sight is falling, or your
eyes trouble you come in and have
them examined.
It costs you nothing.

**WE ARE
PRACTICAL
OPTICIANS.**

And can grind any lenses or
make a screw to a pair of Specta-
cles on the premises. Don't
throw your frames away; have
them repaired by

N. LAZARUS,

OPTICIAN.

1A, D'Aguiar Street, Hongkong

**PEAK TRAMWAYS CO.
LIMITED.**

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m.	Every 15 min.
8.00 a.m. to 10.00 a.m.	" 10 min.
10.00 a.m. to 11.00 a.m.	" 15 min.
11.30 a.m. to 12.45 p.m.	" 15 min.
12.45 p.m. to 1.15 p.m.	" 10 min.
1.15 p.m. to 1.45 p.m.	" 15 min.
1.45 p.m. to 2.15 p.m.	" 10 min.
2.15 p.m. to 5.00 p.m.	" 15 min.
5.00 p.m. to 8.10 p.m.	" 10 min.

NIGHT CARS.

8.45 p.m. and 9 p.m.; 9.45 p.m. to
11.20 p.m. every 15 minutes.

SUNDAYS.

7.30 a.m.	
8.00 a.m. to 10.30 a.m.	every 15 min.
10.30 a.m. to 11.00 a.m.	" 10 min.
11.45 a.m. to 12.00 noon	" 15 min.
12.00 noon to 1.00 p.m.	" 10 min.
1.00 p.m. to 5.00 p.m.	" 15 min.
5.00 p.m. to 8.00 p.m.	" 10 min.
8.00 p.m. to 7.00 p.m.	" 15 min.
7.00 p.m. to 8.10 p.m.	" 10 min.

NIGHT CARS on Week Days.

SATURDAYS.

Extra Cars at 11.45 p.m.

SPECIAL CARS.

Arrangement at the Company's

Office, Alexandra Buildings,

Des Voeux Road.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 2nd Sept., 1912.

**W.M. POWELL,
LIMITED.**

PHONE 340

**SMART
FURNISHING
FABRICS.**

PLAIN CASEMENT
CLOTHS

FAST WASHING COLORS
AND

FADELESS.

LARGE SELECTION

**OF
TRIMMINGS.**

William Powell,
Limited
FURNISHER

Prepaid Advertisements.

ONE CENT PER WORD
for each insertion.

WANTED:

BOARD AND RESIDENCE in private family wanted by gentleman. State particulars to "Boarder," c/o "Hongkong Telegraph," Hongkong, 1st Sept., 1912. [673]

FURNISHED HOUSE in Kowloon, 4 or 5 rooms, in or near Nathan Road for about 6 weeks. Apply by letter to "D," Room 202, U.K. Hotel, Hongkong, 18th Sept., 1912. [672]

ENGLISH, German or Eurasian girl wanted as nurse for one child. Apply K.T. c/o "Hongkong Telegraph," Hongkong, 31st August, 1912. [629]

LOST.

A Black and White Japanese pup, 3 to 4 months old, answering to the name of "Nikko." Finder please return to "Bay View," Kowloon, or Noronha & Co., Hongkong, Hongkong, 18th Sept., 1912. [675]

TO LET.

VACANT. Comfortably furnished double bedroom. Good locality. Apply "Board" c/o "Hongkong Telegraph," Hongkong, 10th Sept., 1912. [676]

COMFORTABLY furnished bedroom, suitable for bachelor & lot without board. Attendance hot bath \$25 monthly. Apply "View," c/o this Paper, Hongkong, 10th Sept., 1912. [677]

'ALTURA' No. 59, Robinson Road, with Garden and Lawn, moderate rental. Apply to COMPRADORE, Holland China Trading Co., Hongkong, Sept., 17th 1912. [67]

MODREENAGH, 21 The Peak, for six months from 1st November. Apply Property Office, Jardine, Matheson & Co., Ltd., Hongkong, 3rd Sept., 1912. [639]

TO LET LARGE substantially built, Godown situated on water front, East Point. For further particulars apply Property Office, Jardine, Matheson & Co., Ltd., Hongkong 18th Aug., 1912. [688]

TO LET on 2nd Floor No. 2, Pedder Street. One roomed Office. Apply Property Office, Jardine, Matheson & Co., Ltd., Hongkong, 22nd May, 1912. [681]

GOVERNORSHIP OF BRITISH NORTH BORNEO.

The "Telegraph" stated recently that for the three years during which the Governor-elect of British North Borneo—Mr. A. O. Pearson—will be attached to the Imperial Service, the government of the Chartered Company's territory will be entrusted to an official of the Malay States. The "Straits Times" is now officially informed, by the Acting Secretary to the High Commissioner, Malay States, that the services of Mr. J. Scott Mason, British Adviser, Kelantan, have been placed at the disposal of the Company to act as Governor from the date of the expiration of his leave. Mr. Scott Mason has completed nearly sixteen years' Government service in this part of the world, the greater part of it in the F.M.S. service. In July, 1909, he was appointed acting Adviser to the Rajah of Kelantan, and less than a year later received what is known as the staff appointment of British Adviser to the Kelantan Government. Mr. Scott Mason is 39 years of age.

An Objection to Pierrots. At Middleborough County Court Mr. Joseph Brown, of Park View, Saltburn, claimed £50 from Saltburn Urban Council for a nuisance caused by pierrot performances being allowed near his house. Songs with powerful choruses in which the crowd joined were complained of by the plaintiff and his boarders, who had come to Saltburn for rest and quiet. He could get no redress from the Urban Council. For the defence evidence was called to show that the performances were orderly and that no reasonable person could complain. The action was dismissed with costs.



No, "any tonic" won't do —Get Sanatogen

The doctor's parting caution emphasises a conviction based upon knowledge and experience. The doctor knows that the ordinary "tonic" is nothing but a temporary stimulant. He knows that his patient needs something which will actually nourish the run-down nervous system—which will convey to the cells the very substance of which they are built up, and he knows that this very substance is scientifically combined in Sanatogen, which is in truth a definite organic compound of pure milk-protein and glycerophosphate of sodium, the two great essentials for nerve repair.

The Great Invigorator.

The doctor knows that the claims made for Sanatogen have been abundantly verified by scientific investigation—that its merits have been acclaimed by leading authorities and by thousands of his brother physicians. Last, but not least, he knows from his own experience what Sanatogen is capable of doing. He has watched its rejuvenating effect upon people whose nerves had been undermined by worry, overwork or illness. He has observed, too, how wonderfully it improves appetite and digestion, how it promotes sleep, how it conveys fresh vigour and vitality to the overworked body and mind—in short, how wonderfully it strengthens the forces that make for perfect, vibrant nerve-health.

For Convalescence in Tropical Diseases.

The supreme value of Sanatogen, both as an energising tonic and as a highly nutritious and concentrated food, is vividly shown by its effects on convalescents from Malaria, Dysentery, and other tropical diseases. Dr. Behm, writing in the "Colombo Independent," says:—"If any remedy should find the widest appreciation in tropical countries it is Sanatogen. Not only in my opinion, but in the opinion of many well-known medical men, there is no preparation which is as powerful to restore vitality, no better tonic and none more suitable to convalescents from tropical diseases."

Another doctor writes from Dum-Dum, Bangalore: "I have used Sanatogen with most gratifying results in several cases of convalescence from Malaria, Dysentery and Typhoid. It is a nerve tonic of highly nutritive value and stimulating influence. I recommend it highly. Furthermore, I have personally derived great benefit from its use."

Try Sanatogen To-day.

Do you need a tonic? Are you aware of the fatality and danger of using stimulants? Are you longing for a genuine, thoroughly trustworthy food-tonic of proven merit? Then you should at once obtain a supply of Sanatogen and so lay the foundation for better health, strength and happiness. It can be obtained in Hong Kong from Messrs. A. S. Watson & Co., The Sincere Co., Ltd., 215/21, Victoria Road; and of all Chemists.

The Hon. Mr. Justice Robertson.
Judge of the Supreme Court, Lahore, Punjab, writes:—"My experience with Sanatogen has been very favourable. I took it for some months during the most trying season of the year, and found it a great strengthener."

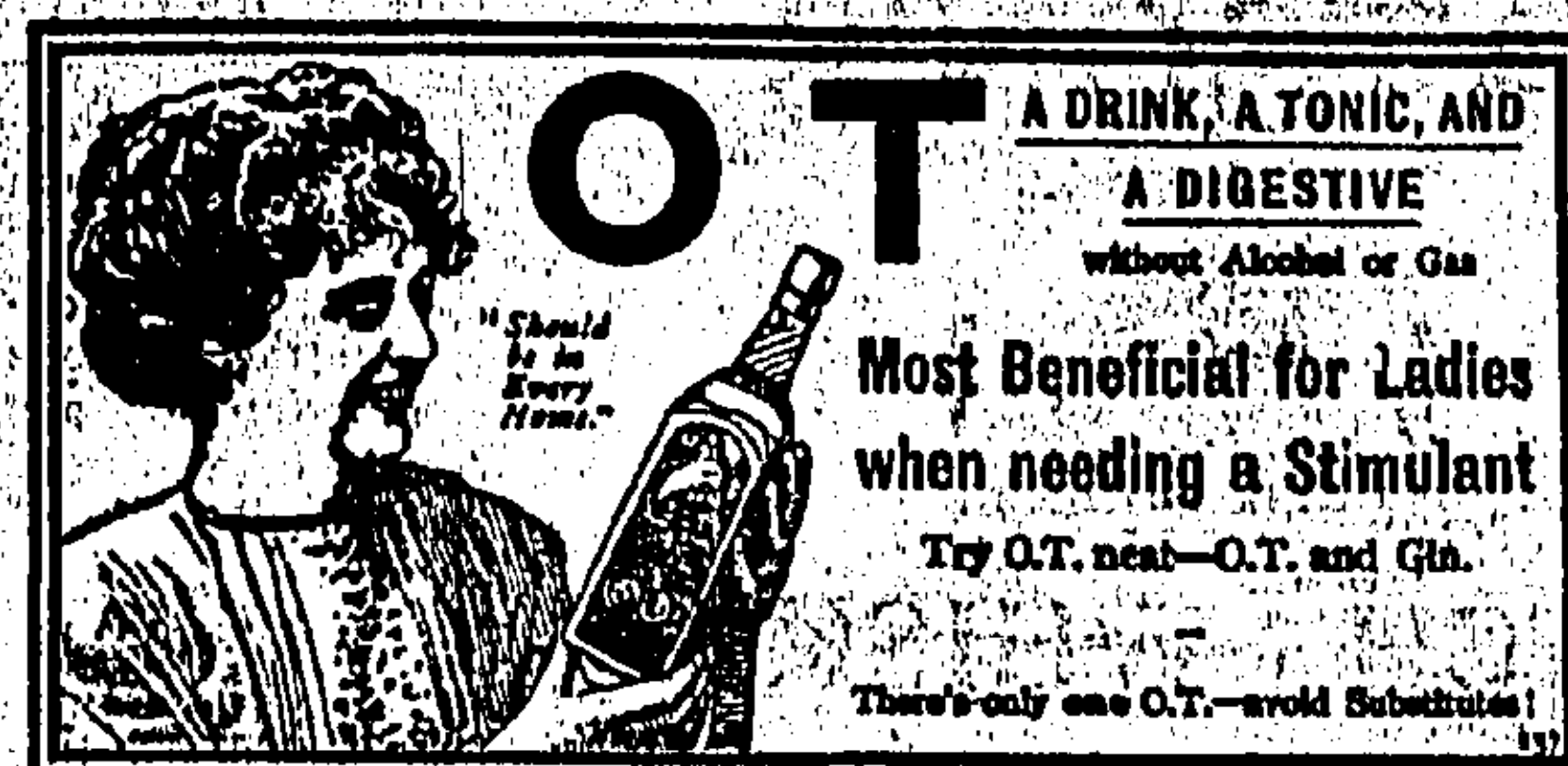
Sir Charles A. Cameron, C.B., M.D., etc., writes:—"Sanatogen is a substance of the highest nutritive value, containing as it does a large amount of organic phosphorus, in exactly the form in which it can be easily absorbed. It is an excellent nerve food."

Mr. Shirley Temmaras, Editor of "Capital," 95, Clive Street, Calcutta, writes:—"I cannot speak too highly of Sanatogen, it not only kept me up during a sharp attack of fever, but afterwards restored me once more to full vigour. In fact, I was better and stronger after this course of Sanatogen than before the attack."

"The Medical Times" says:—"There is no doubt whatever that the nutrition of patients taking Sanatogen improves wonderfully, due, in all probability, to its being easy of assimilation and to the organic absorbable phosphorus which it contains."

Sir Gilbert Parker, M.P., the popular Novelist, writes:—"I have used Sanatogen with extraordinary benefit. It is to my mind a true food tonic, feeding the nerves, increasing the energy and giving fresh vigour to the over-worked body and mind."

Prof. Dr. C. A. Ewald, of Berlin University, writes:—"I have used Sanatogen in a number of cases, mainly of a nervous or neurasthenic origin, and have obtained excellent results."



HOW TO DRINK O.T.

Add a small quantity of **O.T.** with crushed ice if desired, to any aerated beverage to improve the flavour and form a blend that is most grateful and more powerful in allaying thirst. A small quantity of **O.T.** improves the flavour of whisky or gin in a remarkable manner and lessens the intoxicating effects.

A MORNING PICK-ME-UP:

O.T. is invaluable as a morning "Pick-me-up." **O.T.** and Hirano will be found a satisfactory 'Square-up.' It is wise to always keep a bottle in the home.

GARNER OUELCH & CO.

SOLE AGENTS
FOR HONGKONG AND SOUTH CHINA.

Notices

TO KEEP
COOL
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THE
LIGHTEST
WEIGHT
AERTEX
CELLULAR
TO BE
OBTAINED
at
SHAW'S
only.
IN TENNIS, DAY, TENNIS, and
saddles, PRUNK DRAWERS
J. T. SHAW
HONGKONG HOTEL.
21, Queen's Road.



HOTEL CRAIGIEBURN.

PLUNKET'S GAP

The Peak,
near the Tram Terminus
Tel. 56.
For Terms apply to the
MANAGER.

CONCRETE REINFORCEMENT

THE LOCK WOVEN WIRE MESH SYSTEM.

Selected after competition with all other systems by the Advisory Board to His Majesty King George V as the sole reinforcement to be used in the construction of the New Water Works for Windsor Castle.

FULL PARTICULARS AND PRICES FROM
THE UNITED ASBESTOS ORIENTAL AGENCY, LD.,
SOLE AGENTS.

THOS. COOK & SON,

Tourist, Steamship and Forwarding Agents,
Bankers, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG
SHANGHAI: 2-3, Foonchow Road. YOKOHAMA: 82, Water Street.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY. TOURS arranged to ALL PARTS of the WORLD. BAGGAGE collected, forwarded and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged.
(18) Office:—LUNG A TAI, LONDON, E.C.

SHIPBUILDERS, SALVORS, AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

THE WELDING AND CUTTING OF METALS
By the OXY-ACETYLENE SYSTEM
Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.
Hydraulic & Pneumatic Tools, installed throughout the Works.
THE TAIKOO DOCKYARD & ENGINEERING CO.
OF HONGKONG, LIMITED.
TAIKOO DOCKYARD, HONGKONG
GRAVING DOCK
78ft. by 84ft. by 84ft. 6in.
Pumps empty Dock in 24 hours.
THREE PATENT SLIPWAY: lifting vessels up to 2,000 tons displacement, providing conditions for painting ships with most efficient results.
100-Ton ELECTRIC CRANE on Quay—ELECTRIC OVERHEAD CRANES throughout the Works RANGING UP TO 150 TONS.
50-Ton HYDRAULIC TESTING MACHINE FOR CRANKS, WIPES, RIGGS, ETC.
Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.
DOCKYARD MANAGERS, Mr. J. Baird, can be seen between the hours of 11 a.m. and 4 p.m. at the works office.
MANAGERS AND AGENTS:
BUTTERFIELD & SWIRE,
HONGKONG, CHINA AND JAPAN.

CHLORO-NAPHTHOLEUM.

Not Explosive. CN is not even inflammable. Coal oil, gasoline, kerosene, and other forms of petroleum commonly used for driving away insects, are extremely dangerous, especially when used on carpets and woodwork, or in small enclosures where the explosive gases may linger for some time. CN can be used with safety in closets with an open light. CN can be placed on an open flame and boiled—a convincing test of its non-explosive quality. Indeed, the fumes made by boiling CN are healing to the lungs and throat.

CHINA COMMERCIAL COMPANY.

S.O.A.E.O.

FAR EAST OXYGEN AND ACETYLENE CO., LTD.
AUTOGENOUS WELDING

repair of boilers and hulls, welding of cracks.
Renewing of corroded plates by addition of metal.
Welding of broken pieces of any kind of metal.
OFFICE: St. George's Building, 3rd Floor, Telephone 1032.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE
Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.
Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS;
(2) A METAL SEAL advertising CROZET & Co.

CLETEAS is a MELLISA and MINT corded purity and faultless preparation. To be taken on a lump of sugar.
COMPLAINTS IN VIN SAINT-RAPHAEL: Various (LITHOGRAPHED)
OLDENBROOK MACGREGOR & Co., Hongkong.

GOING BACK TO CHINA.

The remains of five Chinese, who had been buried for from 17 to 33 years were recently disinterred at Wagga Cemetery, N. S. W., to be conveyed to China for final burial. The removal was at the expense of the Chinese Society at Tumut, which had previously removed seven bodies from Tumut and seven from Adelaide.

Before a grave was opened incense papers were burnt over it, and then the earth was removed until the bones came to view. The diggers then left the grave, and Mr. T. Chow Chin, of Braidwood, entered, and carefully removed each set of bones, first removing the feet, and then working up to the skull, each complete skeleton being carefully enveloped in paper, and then placed in specially constructed iron boxes, the lids of which were afterwards soldered down. In each case bones only remained. The coffins had crumbled away to dust, though the metal name plates were intact. The particulars of the deceased men were still readable on these.

In the graves were found a half-crown, a shilling, and two pennies. The first-named coin had been in a purse, of which, however, only the metal clasp remained. Each of the other coins was found in the eye-sockets of the skulls.

After the boxes had been sealed they were despatched by train to Tumut, whence they will be sent, with the remains from other places, to China.—"Town and Country."

WATSON'S E

VERY OLD LIQUEUR.

SCOTCH WHISKY.

A BLEND OF THE FINEST PURE
MALT SCOTCH WHISKIES.

For over 80 Years WATSON'S 'E' has maintained

the reputation of the FINEST SCOTCH

WHISKY in the FAR EAST.

A. S. WATSON & CO., LTD.

ESTABLISHED A.D. 1841.

WINE & SPIRIT MERCHANTS.

NOTICE TO SUBSCRIBERS.

The rates of Subscription to the "Hongkong Telegraph" will be as follows:—

Daily issue—\$36 per annum.
Weekly issue—\$13 per annum.
The rates per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is \$1.00 per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

(Payable in Advance.)

By Order,

"HONGKONG TELEGRAPH."

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union

The Hongkong Telegraph.

HONGKONG, FRIDAY, SEPTEMBER 20, 1912.

METHODS OF ADVERTISING.

An Ordinance having recently been passed by the Legislative Council which has as its object the prevention of disfigurement of landscape and harbour by advertising posters, sky-signs and similar devices, it should interest many in Hongkong to learn that quite recently various municipalities in France have been dealing with the same problem. We gather that at first the new cult in advertising was warmly welcomed, especially the appearance of really artistic posters in the dull and smoky streets of suburbs, but when big, striking, loud-coloured placards began insolently to thrust themselves in the midst of the quietest and most charmingly rural scenery of the country, a general outcry arose. The result has not been, as in Hongkong, prohibition of these eye-sores; instead, heavy taxes, amounting practically to fines, are imposed, and thus, while the evil is in this way kept in check, a source of revenue is, at the same time, found.

The evolution of advertising is a most interesting study, and in considering it there are a number of decidedly engrossing points to be noted in connection with this question of defiling the landscape by aggressive posters. M. Gerin, who is Professor of the Science of Advertising at the Commercial Institute of Paris, expressed some interesting views on the subject in a recent article which appeared in one of the Parisian journals. After admitting that the attack on his particular domain is justified, he goes on to look at the matter from an advertiser's point of view, pointing out that in this question of poster-advertising the advertisers have unwittingly become the victims of their own audacity and enterprise. Professor Gerin lays down the axiom, upon which he bases all his teaching, that "an advertisement acts upon the public in proportion to the state of mind in which it finds the reader," and this doctrine of "receptivity" has the corollary that "every article shares in the estimation of the bayer the favourable or unfavourable circumstances accompanying its advertisement." Good impressions, he points out, strengthen the suggestive effect, and bad ones destroy it. Consequently, a tourist whose eye roves over a lovely valley or river, and finds it cannot get round or through a hoarding that interposes, will probably remember the subject of the advertisement. But his recollection will be associated with intense irritation, and every time he remembers the article, he will also unconsciously feel an after-taste of his anger at the aggressive advertisement which spoiled a beautiful view. We ourselves have heard of instances of this sort in Hongkong, people swearing that they would never use "So and So's" goods, so great has been their irritation at certain forms of this "aggressive advertising," which have been adopted.

It is a distinctly arresting theory which Professor Gerin advances, and one in which there is more than would appear at first sight. The deduction to be made from it, according to the professor, is that huge sums of money spent in the sort of country advertising to which we have made reference would be better employed in newspapers and magazines. But even in this form there is a right and a wrong method of advertising. And unless the right method be chosen the results will be bitterly disappointing.

DAY BY DAY.

Do fewer things, do no unnecessary things and do the few necessary things more intensely.

Cricket.

On the Kowloon C. C. ground on Saturday, a match will be played between the Committee and the Rest.

Actor's Illness.

Mr. Phil Gordon, a member of the company at present appearing at the Theatre Royal, is seriously ill in the Government Hospital.

Rogue and Vagabond.

A rogue and vagabond found at West Point, was sent to goal for one month, at the Police Court, this morning.

Three Card Trick.

A man who was caught playing the three card trick, was fined \$10, or in default one month's hard labour, at the Police Court, this morning.

Additions to the Choir.

Among the new additions to the Cathedral Choir are Miss White and the Hon. Mr. Claude Severn.

Stole a Clock.

A Chinese who went into a brothel at Shek Tong Tsui, and stole a clock, was sentenced to three months' hard labour and four hours' stocks, by Mr. E. A. Irving, at the Police Court, this morning.

The Cleveland.

The H. A. L. steamship Cleveland has been chartered for two further round-the-world trips, including visits to the Far East. She leaves New York on October 19th, and San Francisco on February 6th, 1913.

New Commander of H.M.S. Clio.

Commander G. M. Marston has assumed command of the cruiser Juno in succession to Commander O. Mackenzie, D.S.O., who proceeds to the Far East to assume command of the sloop Clio on her recommissioning, in succession to Commander H. R. Vesle.

Leave.

The leave of absence granted to Major F. O. Sambourne-Palmer, 8th Rajputs, will be amended to read from 14th Sept., to 31st Oct., inclusive. Station leave is granted to Lieut. H. G. Bagnall, R.G.A., from 26th September to 4th October, inclusive.

Hawking Within Market Limits.

A man, who was caught selling vegetables in Kimberley Road, within the limits of Tsim Tsai Market, and who showed letters from two ladies in Kowloon, stating that they bought vegetables from him, was fined \$2 by Mr. C. D. Melbourne.

Band Concert Abandoned.

The band concert that was to have been given in the Public Gardens last evening had to be abandoned on account of the state of the weather. His Excellency and Lady May with suite attended the Gardens but the conditions were unfavourable and the performance was not given.

Damaged Water Cart.

A fine of \$2 and an order to pay \$4.50 by way of compensation was imposed on a Chinese at the Police Court, this morning, for damaging a water cart belonging to the Sanitary Department. The damage was caused through the defendant leaving baskets in the roadway and causing an obstruction.

Departures.

Captain W. M. Stewart, left-handers, wife and 2 children, left the command per P. & O. s.s. Sardinia on 18th instant for England. Major O. H. Lawson, Lieut. H. O. W. Dillon, 5 Indian Officers, 1 Sub-Assistant Surgeon, 198 rank and file, and 12 followers, 28th Panjabis, proceeded to Canton on 16th instant.

Judgment for Plaintiff.

In the case of J. Osawa v. Cho Hing and Co., in the Summary Court yesterday afternoon, Mr. Justice Gompertz gave judgment in favour of the plaintiff for the amount of the claim less \$5.94, which the defendants claimed should be allowed for shortage in delivery. A stay of execution until noon to-day was granted.

Recognised.

A Chinese who went into a shop and stole a pair of boots, fell into the hands of the police, and he was recognised as a man who had returned from banishment. At the Police Court, this morning, he was sentenced to one month's imprisonment and four hours' stocks for the larceny and to six months for returning from banishment.

CHINESE GAMBLING.

VI.—The Yankee Girl Pays a Visit to Macao.

We left Hongkong at 9 o'clock in the morning.

It was Sunday, and I crossed my heart "black and blue, swear to goodness I'll be true to you," because I broke the Sabbath day, and took ship for Macao, to gamble.

The trip down was not half as interesting as that which I took, with Partner, to Canton, but it was decidedly interesting in so much as the skipper showed us, with pardonable pride, the 3/8 iron shields that protect him from the recklessly fired shots at the ship as she passes up the river.

"Why must you have them?" I asked.

"Better have 'em than to run the risk of being potted, or of having the quartermasters killed at the wheel, and the ship left helpless!" (whereas I had visions again of things that might happen!) Was I frightened? No! I believe that the Britishers have a saying—"In for a penny, in for a pound," and I was only thinking of the "pound,"—that I hoped to win at the what-do-you-call-'em—Tan-Tan Houses, at our ultimate destination.

Gray-blue skies, clouds that drifted slowly, their fleecy-lined edges, that were so softly outlined against the beyond and that seemed to creep across the heavens, pushed gently on by the wind that crept refreshingly across the bows of our ship.

We were few on board. It was indeed luxurious to have "the run of the ship," and I was permitted, (through the skipper's kindness), to make myself "at home."

Did I do it?

Somebody guess; and whoever guesses will not be far wrong! We took one course, the English and French boats took another, but we were not far behind them when we rounded the point and made for the dock at Macao!

There seems to be some rivalry between the three companies, but "me for the Britisher" every time.

I may be prejudiced, and I may change my mind; (after all it is a girl's prerogative), but I don't think that I will!

Junks! Narrow lanes of em, and our skipper had a most difficult swinging landing to make. He did it.

We in the the U.S.A. are accused of exceeding the speed limit in autos and taxis, but believe me, I've never had such a wild ride in my life as, pulled by one coolie in a rickshaw, and pushed by two others, I was literally whirled through the cobble-stoned streets.

It was hot as, well, I'll say that it was hot!

And when the "roof" of my ricksha was entirely carried away by impinging itself on an awning I again said, quite contentedly—"de-lighted."

I was almost thrown out, but after all, who cares? I'm seeing things Chinese in a Chinese fashion, and if this is the fashion "me for it."

Oh Gee, the smells! A hot sun always begets them, but to my New York nostrils they do "listen loud."

At last, and finally, we reached the gambling house!

A large Red Lantern on which was inscribed "Gambling House" I looked at Partner; he looked at me, and we both held our breaths. Lost Strong-arm St. Becker "pinch" the place!

And we played!

Top-side work it was too. I was reminded of spiders weaving a hopelessly intricate web as the baskets on little strings swung up and down to the curious sing-song cries of the croupiers. (Holy Rookets, would 'nt the Monte Carlo men be insulted?)

Los cream, beer, cigars, cigarettes, oakes, and libitum. No wonder!—At 10 per cent. why should 'nt they?

But the faces!

What inveterate gamblers the Chinese are!

The only place that I have 'nt been rudely stared at in the gambling house at Macao, and it reminded me of little old New York, because every one is too busy in both places trying to win the "joy-get," (otherwise known as dollars), to bother with one small girl.

SEVERAL ACTIONS.

Various Cases Against the Alexandra Cafe.

At the Summary Court this morning the cases in which the "South China Morning Post" and Mr. E. A. M. Williams are suing the Alexandra Cafe for the recovery of \$262.50 and \$40.24 respectively, were mentioned and fixed for hearing on Monday week.

Mr. Neillham, of Messrs. Ewins and Henson, who appeared for the plaintiffs, asked for permission to amend the claim in the second case by substituting \$105.16 instead of \$40.24 as stated.

The necessary permission was granted.

Later in the morning Mr. W. L. Shenton, of Messrs. Deacon Looker and Deacon, appearing for the Tung Cheung, mentioned the case in which his clients were suing to recover \$70.44.

In all these cases Mr. Sutherland Russ of Messrs. Goldring Barlow and Morrell appears for the defence but was not in court when the cases were mentioned at first.

Mr. Shenton:—Can I prove the case later my lord?

His Lordship:—Mr. Russ is not here; he may be ill.

Mr. Shenton:—No, he is at the Police Court; I have just left him.

Mr. Holmes:—I was at the Police Court and he is trying to get a case remanded so that he can come down here.

At this moment Mr. Russ appeared and said:—I want an adjournment for a week.

Mr. Shenton:—I see no reason why it should be adjourned.

His Lordship, remarking that it was a fresh case, adjourned it for a week.

Some time afterwards Mr. Shenton suggested that the case could be taken with the others on Monday week. He would like to have then all fixed for the same time so that his clients would suffer no disadvantage if there were a question of going into liquidation.

His Lordship:—They are all old cases.

Mr. Shenton:—No, they are new cases.

His Lordship:—Oh, no; they are all cases.

Mr. Shenton:—I submit that there is no reason why my case should not be heard on Monday week.

His Lordship:—If there is any reason why, I should like to hear it.

Mr. Shenton:—Well there are several actions against the cafe; this is a simple case for meat supplied.

Mr. Russ said he was not prepared to go on with the case, though it would probably be prepared in time to meet them.

The case was provisionally fixed for Monday week.

PAYMENT IN COOLIES.

This morning, in the Summary Court, before Mr. Justice Gompertz, the case was mentioned in which Wong Hong Chi, trading as Tai Ying Chan, brought an action against Wing Chang Chan and Lau Tsan Yau, claiming the sum of \$1,016, balance of money lent to the defendant by the plaintiff. The plaintiff waived the sum of \$16 to bring the matter within the jurisdiction of the Court.

Mr. Crewe, of Messrs. Hastings and Hastings, appeared for the plaintiff, and Mr. D. H. Lewis, of Messrs. Johnson, Stokes and Master, for the defence.

It will be remembered that the defence was that the money was to be wiped off by deductions when the defendant gave the plaintiff shipments of coolies for Singapore and that the plaintiff, by going out of the business, had deprived the defendant of this means of making the payments.

Mr. Crewe asked if his Lordship would give him a morning or afternoon next week as Mr. Morton Smith, of Messrs. Dodwell & Co., could not appear to-day to give evidence.

His Lordship:—After the case on Friday, say not before 11 o'clock.

Mr. Lewis:—I don't know what is the position of the evidence in the case, but I can call other evidence of boarding house keepers who will prove that the plaintiff refused to take coolies from them in the fourth and fifth month.

A date was fixed.

WOMAN SOLD FOR \$40.

The Husband, the Wife and the Other Man.

Arising out of a case in which a man was fined \$2 for assault, a strange story of the purchase of another man's wife for the sum of \$40 was unfolded to Mr. C. D. Melbourne, at the Police Court, this morning.

It was stated that the woman had left her husband in the country to come to Hongkong for work. It was thought by the husband that she was in Singapore, but he made a journey to Hongkong on chance and found the missing wife in Yau-mai hawking. He asked her to come back to the country with him, but the wife said that she had been sold to the defendant for \$40. He went to see the defendant and asked him to let his wife come back to him. Defendant said that he had bought her for \$40 and unless he got the money, she could not go back.

Paid Half the Money.

Mr. Melbourne:—Did you harbour her?

Defendant:—No.

Did you know she was married?

Defendant:—No.

Do you know this man here (the complainant)?—No, I do not know him.

Did you buy her?—Yes, your Worship.

How much did you pay for her?

Forty dollars.

Who did you buy her from?

Kwa Loi.

Is this the man (complainant)?

No.

Did you pay \$40?—No, I paid \$20.

And you owe \$20?—Yes.

Inspector Gourlay said that the story was that defendant told this woman when he met her, that he had \$100 lent out and he would have it collected and give it to her if she would live with him. The defendant was a priest who worshipped at peoples' houses.

When the complainant went to the defendant to get his wife back the latter offered the former \$20 to allow the woman to remain with him. Both the complainant and his wife denied all knowledge of any sale by Kwa Loi; they did not know such a man.

Mr. Melbourne (to complainant):—If your wife goes to the defendant you don't mind?

Complainant:—It is for her to say.

For the Wife to Decide.

So it is for your wife to choose whether she stays with you or goes with the defendant?—Yes, but if I didn't want her back I would not come here looking for her.

The woman said she was not ill treated by her husband but left him to get work, as in consequence of the floods he could not keep her. No money passed between herself and the defendant. She admitted she told defendant she was not married.

Mr. Melbourne:—If she told this man she was not married it is not much use going on.

Inspector Gourlay:—Yes, he knew afterwards.

Mr. Melbourne:—But this man goes round to the defendant afterwards and tries to make a bargain with him.

Inspector Gourlay:—But he had no money with which to pay \$40 for her. She says that no money has passed between them in the transaction at all. She left her husband's protection to a certain extent and went to get work.

Mr. Melbourne:—Tell defendant this woman is married and that she belongs to her husband, and if he harbours her he is entitled to be fined \$100 or in default three months.

Defendant:—She can come to me and she can go to her husband (laughter).

Mr. Melbourne:—Bound over in a personal bond of \$100 to be of good behaviour for six months.

RULE OF THE ROAD.

At the Marine Court before Commander C. W. Peckwith R.N., Ng Ngan was charged with unlawfully failing to observe the rule of the road with his steam launch in the Harbour on September 18.

Defendant pleaded guilty.

Chan Yun Tin, who made the complaint, deposed that the defendant stood right across his bows, making him stop his engines to avoid a collision.

A fine of \$10, or in default, a sentence of 14 days' hard labour, was imposed.

NOTES AND COMMENTS.

Interport Swimming.

The Shanghai team in the Interport swimming, if it is under strength, is doing very well so far. We have seen, in more than one branch of sport, supposedly weak teams make a capital showing and score excellent victories. Such teams have a way of rising well above themselves and doing famously. So there is no certainty that victory will ultimately rest with Hongkong, though appearances point that way. By the way, is it fair that the home team should be permitted to start, in any one event, twice as many competitors as the visiting side? This, we believe, has always been the case, whether the contest was at Hongkong, or Shanghai, and it does not appear to make for level competition. If the teams are satisfied, of course no one need worry, but the system does not strike one as being the fairest possible.

Tariff Reform Again.

The statement by Mr. F. E. Smith, that the Unionists will not assume office without a definite mandate for Tariff Reform, is full of interest. The more so because of the confused issues now so much in evidence. Since Mr. Chamberlain's famous declaration of policy in favour of Imperial Preference, there have been three General Elections, and it cannot be overlooked that each resulted in the return of the party opposed to and not to the distinguished statesman's ideals. Liberals, of course, argue that these three successive victories for their party implied a conclusive rejection of Tariff Reform, while, on the other hand, the Unionists contend that the issues on these occasions were so mixed that it is unjust to read this meaning into them.

What Mandate?

But, even taking the standpoint of the protagonists of Tariff Reform, what assurance have we that another General Election will furnish a clear, unmistakable mandate? The fact is that, as General Elections are at present carried out, it is possible to infer anything from the results. One party contend that the election was fought on such and such a question, while the other submits that a totally different issue was at stake. How, therefore, will the Unionist party decide whether or no they have a mandate for the policy to which they are pledged? Two years ago Mr. Balfour gave an assurance that a Tariff Reform Bill should not be enacted without submission to the Referendum, thus pledging his party to a total new departure. From this it would appear that the party intend to fight the next General Election on ordinary lines, trust to the result, and if fortune lies with them, subsequently introduce a Tariff Reform Bill, submit it to a Referendum, and abide by the decision of the people thereon. But Mr. Smith now implies that popular consent to Tariff Reform is to precede assumption of office. It is difficult to reconcile the two standpoints. A little more light is needed.

A New Military Centre.

As many of our readers are quite familiar with Aldershot, it is possible that they will not all agree with the "Pall Mall" somewhat sweeping statement that its position as "about as strategically bad as it well could be." We do not quarrel with our contemporary's argument that the East Coast requires some strengthening; though with Canterbury, Colchester, York and a number of other military stations situated within an hour of the coast, things are not so bad as might seem. The main points in favour of Aldershot are that it is but forty minutes' railway run from London; its surroundings form one of the best manoeuvring grounds in England; it is a magnificently healthy spot, and train-service from there to Portsmouth is quick and easy. What the "Pall Mall" seems inclined to leave out of its calculations is the fact that the days when infantry were expected to make long marches through the country, are over, and that trains, bicycles, and motor-cars have practically done away with the difficulty formerly presented by distance. We believe that most army men will be well content to let Aldershot remain.

THE INTERPORT.

Some Excellent Swimming
Witnessed Last Night.

At the commencement of the Interport Swimming contests at the V.R.O. yesterday, there was only a moderate attendance, but by the time the events going to make up a capital sporting programme were gone through the number of spectators was considerably increased.

In the two lengths handicap Ribeiro set a rattling pace for the competitors who were entered in the first heat, and, after putting in all he knew, just managed to touch in front of Railton. Time 31 4/5. In the second heat Jorge was successful, and in the third E. L. Briga was cleverly beaten by J. M. Roza Pereira. A. V. Barros won the fourth heat without pressure from Maasberg.

Shanghai Outclassed. In the Interport Competition—Running Leader—the Shanghai contingent was outclassed, and the result was apparent from the moment M. A. R. Souza left the plank. Then again, there was Remedios, who put up a fine performance and was always second and therefore a winner for Hongkong even if Souza should have made a mistake.

Berthot of Shanghai dived well for his side, but comparison with Souza for entry, and recovery, not to speak of the neatness and lightness of Remedios, would be impossible. Brown and Wilson also competed for Shanghai, but neither of these men made even a decent bid for the honour as did Berthot.

The judges' decision eventually fell to Souza, with Remedios second.

Throwing the Polo Ball. This event was decided, like the half mile event, in the open, and it was the cause of much excitement. Colmer put up a big effort when he threw the ball 78 ft. 6 in. and the nearest that Shanghai ever got to this mark was through the agency of McCabe, who reached 59 ft. Colmer then made a mistake, but fortunately he had put up a throw that did not look likely to be touched. Then Witchell put up 62 ft. 6 in., and these scores were never seriously threatened by the opponents. The result was that Colmer was adjudged the winner, with Witchell runner up.

The team races were very interesting, and the award fell to the team of H. A. Lammer, the team of A. M. Remedios being second.

In the Two Lengths race for the members of the Army, Navy and Police, Smith of the K. O. Y. L.I. was successful, the second and third being Colmer and Nutty.

Shanghai Wins the Half Mile.

If ever a man deserved to win a race it was surely the game swimmer from Shanghai, R. Berthot. Over the eleven lengths which were marked off outside the Club, he travelled with remarkable evenness and calm. Length after length until the penultimate one, he swam with hardly a second's difference in the time and when he believed the movement had arrived for a spurt, he was prepared both with strength and pluck to do all that was required of him, and in as clean a manner as ever a man has cut the water. The race was a fast one, thanks to Millar, who, swimming with a strong right over, kept the party at a merry dance bang up to the sixth length, where Nutty, also of Hongkong, took up the assignment made to him by Millar, and created some concern amongst the Shanghai boys. Berthot and McCabe were swimming in close company, and a glance at the powerful left over of Nutty as he gained some yards of a lead on the inside, made the Shanghai couple beat themselves. Nutty seemed to be ready for the emergency and, when Berthot commenced to press in the last length but one, he appeared to have that confidence in himself that causes heart troubles in opponents who are about finished. Berthot, however, put on a spurt which those who witnessed it will never forget. Nutty then discarded the left over for the trudgeon and turned the last time in front of Berthot. He pushed off strongly as did Berthot, but the latter had far from shot his bolt, as was anticipated, and came within a

(Continued on Page 40)

"SHE STOOPS TO CONQUER."

Mr. Wilkie's Company Presents
Goldsmith's Comedy.

Between that haunting work of Oscar Wilde's, which was staged on Wednesday, and "She Stoops to Conquer," which was presented by Mr. Allan Wilkie and his company last night, is an enormous chasm. One is grey and sombre (like the weather this morning); the other is all gaiety and sunshine and colour. There is this other difference between them, too, that Wilde's drama, brilliant and during as it is, lacks the quality of permanence. "She Stoops to Conquer" will be delighting audiences when "Salome" is as dead as Queen Anne.

It was good, however, to have the two on successive nights, if only to display the versatility of the company. To compare Miss Hunter-Watts as "Salome" with her presentation of "Kate Hardcastle," or Mr. Wilkie as "Harold" and as "Mr. Hardcastle" was to admire without stint the all-round ability of the company. Miss Hunter-Watts was especially happy as "Kate Hardcastle" and her gaiety was infectious. It is much more common to find actresses merely kittenish than actually gay, and we do not remember having heard more cleverly introduced the trilling note of merriment into the voice than last night.

Mr. Wilkie made an admirable Mr. Hardcastle in every way. He is one of the few men on the stage who can smoke a churchwarden without looking as though it embarrassed him terribly. He was at his best in the second act, after Marlow and Hastings arrive, when his work was very finished.

Miss Gertrude Littlewood as "Mrs. Hardcastle," Miss Kathleen Clancy as "Miss Neville," Mr. Goodall, Mr. Weir, and Mr. Gordon were all excellent. Mr. Stanford Dawson as "Digory" was one of the successes of the evening.

To-night "Sweet Lavender" is to be staged. Who has not seen it and who does not remember the pretty tenderness of it with a tug at the heart-strings? There should be a full house to-night.

EXPERIMENTS WITH
SEPARATED MILK.

That separated milk is a much more valuable article of diet than has hitherto been acknowledged is about to be put to a definite test. Hitherto separated milk has been regarded as merely a cooling drink during the prevalence of abnormal heat, and its virtues have been so little understood and realised that thousands of gullies are annually devoted to the feeding of pigs or thrown away by the farmers, who have little or no market for the commodity. Mr. Anthony Hailwood, then whom there is no greater authority on milk and its possibilities in Manchester, declares that there are few better blood or body-forming foods than this hitherto almost discarded residual of butter manufacture. Cream, he considers, is extremely valuable, inasmuch as it maintains the heat of the body, but the qualities of separated milk as a body-builder are also of vast importance.

Under these circumstances, Mr. Hailwood, who is a member of the Salford Council, has offered the School Canteen Sub-Committee of the Borough Education Committee to supply the scholars in attendance at two schools with half a pint of separated milk daily for four months, free of charge. In order that the efficacy, or otherwise, of the milk may be efficiently tested he asks that some of the children shall be weighed at the commencement of this period and at its termination. The Salford Education Committee has accepted the offer, and has requested the medical officer of health to make arrangements for the weighing of the children and the acquisition of other details. It is stipulated, however, that no information or statistics in regard to such investigation shall be supplied without the approval of the sub-committee. The latter proviso has apparently been made in the interests of the parents and the children, and to provide against the data thus obtained being utilised for advertising.

WHICH IS DEFENDANT?

Another of those interesting cases in which it has to be determined which is the proper defendant seems likely to come before the Paine Judge in the near future.

Mr. F. X. D'Almada o Castro appeared for the plaintiff in a claim against a man named Li Fuk.

The defendant was called and a diminutive Chinese answered, coming up to the wall of the Court.

Mr. D'Almada:—This is not Li Fuk.

The self-styled defendant:—My name is Li Fuk Wi Wing, and I am called Li Fuk.

His Lordship:—Where is the other Li Fuk?

The name was called again and a tall man appeared in response.

His Lordship:—Do you owe this money?

The Tall one:—The goods were supplied to the other Li Fuk. He is a contractor and lives in the same house.

His Lordship:—Have you been contracting on your own account?

—Well I have my own accounts and I give \$30 a month to my wife to look after the house.

His Lordship:—Are you content to take judgment against the little one?

Mr. D'Almada:—No; the tall one, my Lord; he is the man to whom we supplied the goods.

His Lordship:—You will have to prove it (to the little man)—Have you brought the money?

I shall pay him when I have the money.

A date was fixed for the hearing.

PRETTY WEDDING.

At the Church of St. Mary's Abbot, Kensington, by the Rev. Canon Pannofather, assisted by the Rev. H. Woodward, Fred Douglas, son of the late George Murray and Mrs. Bain of Hongkong, was recently married to Mabel, daughter of A. Seth, I.S.O., late Registrar of the Supreme Court, Hongkong, and of Mrs. Seth.

Mr. Seth gave away his daughter, who was attired in a dress of satin meteor nixon, the tunic and bodice being trimmed with duchesse lace. The Court train, arranged with puffs of nixon and pearls, had one corner turned back with a cluster of orange blossoms; and a pearl girdle encircled the waist. The bridesmaids—the Misses Seth and Helen Marguerite Zorab, cousins of the bride, and Ellen Margaret Edwards, niece of the bridegroom, wore white nixon over white satin trimmed with lace, and lace caps with blue streamers. The best man was Mr. Enos Seth. A large number attended the reception, which was held at the Royal Palace Hotel, Kensington, and later the happy pair left for Scotland, the bride going away in a costume of blue nixon de soie over blue satin and a picture hat with a white feather. The presents were as follows:—from the bride's father, cheque; bride's mother, pearl necklace; Lieut. Col. St. Matthew Nathan, pearl and olive brooch; Lady Blake, Yonghai lace; Mr. A. V. Apen, gold and platinum bracelet; Mr. S. A. Seth, cheque; Mr. J. H. Seth, cheque; Mr. H. A. Seth, cheque; Mr. and Mrs. M. Stephens, cheque; Mrs. Edgar, diamond earrings; Mr. and Mrs. Zorab, dressing case; Mr. and Mrs. J. O. Galston, silver canteen; Mr. J. O. Galston, gold notebook; Mr. and Mrs. T. Paul, gold purse; Mr. Leung Shiu-kong, diamond and jade brooch and jade pendant; Mr. G. and Miss Stephens, gold pendant; Capt. and Mrs. Hudson, gold miniature locket; Mr. and Mrs. M. O. Owen, gold hand mirror with chain; Miss Margaret Turner, pearl brooch, etc.

TYPHOON WARNING.

The telegram quoted below was received from the Manila Observatory by the American Consulate General, Hongkong, at 12.15 p.m. to-day:—

September 20, 1912.
Cyclone or Typhoon E. of Northern Luzon more than 300 miles distant recurring northward.

Mr. and Mrs. Kadoorie Arrive.
Mr. and Mrs. E. S. Kadoorie have arrived in Hongkong and are staying at the Hongkong Hotel.

ARRIVED SAFELY.

"Prinz Ludwig," Experiences a Typhoon.

Because she was two days overdue, rumours were rife yesterday that some mishap had happened to the German mail steamer, "Prinz Ludwig." She steamed into harbour last night at seven o'clock. When interviewed by a "Telegraph" representative to-day, Captain Von Binzer said: "We left Foochow on Wednesday at noon, and from Matsui Island to Oxen we had fine weather. Calm seas and a light wind. From Oxen to Hongkong the weather was exceedingly squally, with heavy showers of rain, and a slight swell running."

"The reason that we were two days late is because of a severe typhoon that caught us in Foochow. We did not go up to the city, but anchored at the Pagoda anchorage. It blew very hard from Monday morning until Tuesday night. Of course I had all anchors out and everything battened down, but still it was not what you might call 'comfortable.'"

"No, we had no casualties of any kind and the ship behaved very well. The lowest barometer was 7.44, and the average wind at the beginning of the blow was N.N.E. It shifted later to N.W." Several passengers, when seen to-day, say that it blew "living gales," but that they were never at any time the least nervous about the ship.

The Linan, which arrived yesterday, had a rough journey part of the way from Shanghai. We are informed that, two days ago, she dropped both anchors during the typhoon, put her engines hard ahead, and, even then, could not hold her own for a time.

ALLEGED COAL THEFTS.

Before Mr. C. D. Melbourne, at the Police Court, this afternoon, the coxswain and another Chinese of the steam launch Aclous, belonging to Holt Blue Funnel Line, were charged with stealing two tons of coal from the launch.

Mr. Lewis, of Messrs. Johnson, Stokes and Master, prosecuted, and Mr. Leo d'Almada, defended.

Mr. Lewis submitted that if his Worship found he could not convict defendants of simple larceny the charge could be amended to one of larceny by bailles.

After some discussion this was permitted.

Speaking in defence Mr. d'Almada submitted that there was no evidence to show that the coal had been stolen; all that was shown was that the launch was taken out in the night without lights, and when the coal bunkers were examined it was found that they did not contain so much coal as Captain Going thought to be consistent with the trips made.

Mr. Melbourne said he believed there was a case to answer, but he thought he could not deal with the defendants summarily under this section if he found them guilty.

After a long consultation the case was adjourned because the parties could not agree.

IMPORTANT CONVENTION.

Associated Advertising Clubs to Discuss International Trade. We understand that the Ninth Annual Convention of the Associated Advertising Clubs of America will be held in Baltimore in June, 1913, and the committee is particularly anxious to make the attendance as largely international as possible. The subjects which are to be discussed will cover all topics pertaining to the relationship of advertising to trade conditions such as the preparation, purchase, sale and publication of advertising. The Association is composed of 132 clubs in the United States and Canada with an aggregate membership approximating 10,000. Those interested in this convention can obtain full information from Herbert Sheridan, Esq., Chairman, Committee on Foreign Representation, Baltimore, Maryland, U. S. A.

A Small List. There was a very small list to be dealt with at the Summary Court to-day, a good number of the cases being settled before the hearing came on.

To-day's
AdvertisementsTHE CHINA LIGHT AND
POWER CO., LTD.

THE ELEVENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the office of the Company, St. George's Buildings, No. 6 Connaught Road, Victoria, on SATURDAY 28th September, 1912, at Noon, for the purpose of receiving a Statement of Accounts and the report of the General Managers for the year ending 31st July, 1912, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 26th, until SATURDAY, 28th September, 1912, both days inclusive.

SHEWAN TOMES & CO.,
General Managers,
Hongkong, 19th Sept., 1912. [681]

CHEAP SALE.

The Sun Shing Firm, No. 90 Queen's Road Central
(In Voluntary Liquidation)

A Large Assortment of Gold, Silver and Ivory Ware

Also
Large Quantity of Chinese Silks, Sandalwood and Blackwood, &c.

All the Articles in this old established shop are being sold for Cash at prices considerably below Cost.

J. HENNESSEY SETH,
Liquidator.

Hongkong, 19th Sept., 1912. [682]

FOR SALE.

FOR SALE.—MOTOR-BOAT 24ft. speed 6 1/2 to 7 knots; double cylinder 10 H.P. Engine, Battery and Magneto Ignition; recently overhauled and painted; very simple engine; price \$200 (nine hundred dollars); only for sale as Regiment is being split up on detachment duty for several months. For further particulars and trial apply to Messrs. Secretary, 24th Punjab, Rennie Mill, Hongkong.

Hongkong, 19th Sept., 1912. [688]

HONGKONG GENERAL
CHAMBER OF COMMERCE.

ASSOCIATION OF EXPORTERS AND DEALERS OF HONGKONG.

NOTICE is hereby given that a General Meeting of Dealers in and Exporters of Chinese and other Produce will be held in the old Chamber of Commerce Room, City Hall on TUESDAY, October 8th, 1912 at 4 o'clock precisely.

Business.
(1) To approve the Rules, Regulations and By-Laws of the Association as drafted by the Provisional Committee elected for that purpose at the General Meeting held on 3rd July, 1912.

(2) To elect a committee to act until the Annual Meeting of the Association.

Draft Rules and By-Laws may be had on application to the Secretary.

Applications for Membership may be sent in before or after the Meeting.

Forms can be obtained from the Secretary.

Chinese Dealers, Exporters and Merchants interested in the Export Trade are specially invited to attend this meeting.

By Order,
E. A. M. Williams,
Secretary,
Hongkong, 18th Sept., 1912. [684]

HONGKONG WEEKLY
TELEGRAPH.

Contains all the news of the week in a most attractive form and is the paper for mailing to friends at Home, with photograph entitled The Kowloon Railway.

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DAIRY FARM
NEWS.

Dining out this evening. Bridge? No; Poker. That means a late night? Yes, and a thirsty morning! and KIPPERED HERRING for breakfast AND an excuse for a cocktail or two at eleven.

August 12, 1912.

CUNLIFFE DOBSON & CO.'S
CLARETS.

Medoc

St. Estephe

Ch. Pontet Canot

Medoc Supérieur

St. Emilion

Ch. Leoville

The above are pure Bordeaux Clarets and are guaranteed free from Drugs, colouring or added matter.

GARNER QUELCH & CO.

SOLE AGENTS.

Tel. 630.

NATURAL SHAPE
CORK TIPPED

PALL MALL
FAMOUS CIGARETTES

Bullen-Bullen
NEW YORK

These celebrated cigarettes are a blend of Oriental tobaccos of the finest growth and selection, each cigarette will smoke to the end with the same delicious taste and aroma.

A PERFECT SCOTCH WHISKY
(MELLOW LIKE A LIQUEUR.)

On account of its Exceptional Quality D. & J. McCallum's "Perfection" was the Solo Whisky supplied at all Functions during the visit of the King and Queen to Edinburgh, May, 1903.

D. & J. McCALLUM.

PERFECTION

Edinburgh,
Birmingham & London,



Avoid Imitations.

D. & J. McCallum's Name is the
best Guarantee of Quality.

SOLE AGENTS:

GANDE PRICE & CO., LTD.,

Wine Merchants.

Telephone No. 135.

12, Queen's Road Central, Hongkong.

Hongkong, 18th September, 1912.

Shipping

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

Sailings from Hongkong and Quebec.	
"Monteagle" ... Sat. Oct. 5	"E. of Ireland" ... Fri. Nov. 1
"E. of India" ... Oct. 26	"Allan Line" ... Nov. 22
"E. of Japan" ... Nov. 16	"E. of Britain" ... Dec. 13

All steamers leave Hongkong at 6 P.M.
 Passengers booked to all the principal ports in Canada, the United States and Europe, also around the world.
 For further information, apply to
 D. W. Craddock, General Traffic Agent,
 Corner Pender Street and Praya (Opposite Blake Pier.)

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

For	Steamship	On
MANILA	LOONGSANG	Saturday, 21st Sept., 2 P.M.
TIENTSIN & SWATOW	CHIPSING	Saturday, 21st Sept., 4 P.M.
SHANGHAI, KOBE & MOJI	HANGSANG	Sunday, 22nd Sept., 11 P.M.
SINGAPORE, SAMARANG & SOERABAYA	KUTSANG	Monday, 23rd Sept., 4 P.M.
SINGAPORE, PENANG & CALOUTTA	KAUSANG	Tuesday, 24th Sept., Noon.
SHANGHAI	NAMSANG	Friday, 27th Sept., Noon.
MANILA	TUNGSHING	Wednesday, 26th Sept., Noon.
MANILA	YUENSANG	Saturday, 28th Sept., 2 P.M.

RETURN TOURS TO JAPAN (Occupying 24 days).
 The steamers "Kutsang," "Namsang" and "Kookang" leave about every 5 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied: 20 days. This service is supplemented by the "Laisang" and "Kumsang" leaving Hongkong at regular intervals for Moji and Kobe and returning direct to Hongkong. Time occupied: 18 days.
 These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.
 Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
 Taking Cargo on Through Bills of Lading to Yangtze Ports, Chioo, Tientsin via Chingwangtao.
 Taking Cargo on Through Bills of Lading to Kudd, Lahad Dair, Singapore, Tawau, Usukan, Jesselton and Labuan.
 For Freight or Passage, apply to
JARDINE, MATHESON & CO., LD.
 Telephone No. 216.

THE ROYAL MAIL STEAM PACKET COMPANY "SHIRE" LINE SERVICE

PROJECTED SAILINGS FROM HONGKONG.

For	Steamship	Date of Departure
SHANGHAI, KOBE & YOKOHAMA	FLINTSHIRE	About 11th Oct.
LONDON & ANTWERP	DEN OF GLAMIS	12th Oct.
SHANGHAI, KOBE & YOKOHAMA	DENBIGHSHIRE	27th Oct.
LONDON & ANTWERP	FLINTSHIRE	14th Nov.

* Does not carry passengers.
 These steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.
 For Freight or Passage, apply to
JARDINE, MATHESON & CO., LD.
 AGENTS.

HONGKONG, CANTON, MACAO, AND WEST RIVER STEAMERS.

JOINT SERVICE OF:
 THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
 AND THE CHINA NAVIGATION CO., LTD.,
 HONGKONG-CANTON LINE.
 HONGKONG TO CANTON CANTON TO HONGKONG
 FRIDAY, 20th SEPTEMBER.
 10.00 p.m. "KINSHAN" 5.00 p.m. "PATSHAN."
 SATURDAY, 21st SEPTEMBER.
 8.00 a.m. "HONAN" 8.00 a.m. "HEUNOSHAN."
 10.00 p.m. "PATSHAN" 5.00 p.m. "KINSHAN."
 These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

HONGKONG-MACAO LINE.
 S.S. "SUI TAI" Tons 1651 S.S. "SUI AN" Tons 1651
 HONGKONG TO MACAO.
 Week days at 8 A.M. & 2 P.M. from the Company's Wing Lok Street Wharf. Sunday at 9 A.M. & 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.
 Week days at 7.30 A.M. & 2 P.M. Sunday at 7.30 A.M. & 5 P.M.
 On Saturday, the 21st September, the Company's S.S. "SUI TAI" and S.S. "SUI AN" will leave for Macao from WING LOK STREET WHARF at 2 P.M. & 7 P.M.

EXCURSION TO MACAO.
 On Sunday, the 22nd September, the Company's S.S. "HEUNOSHAN" will depart from the CANTON STEAMERS WHARF at 9 A.M. and return from Macao at 8 P.M. landing at the same wharf.
 The S.S. "SUI AN" will make a Special Trip from Macao, leaving at 6 P.M. Excursion Tickets issued for the "HEUNOSHAN" are available by this steamer.

The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 12.30 P.M. from the Company's WING LOK STREET WHARF, connecting with the return steamer from Macao at 8 P.M.
 FARES AS USUAL.
 Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.
 S.S. HOI-SANG, 457 Tons.
 Departures from Macao to Canton on Mon., Wednes., & Fri. at 5 P.M.
 Departures from Canton to Macao on Tues., Thurs., & Satur. at 4.30 P.M.

JOINT SERVICE OF:
 HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.
 CANTON-WUCHOW LINE.
 S.S. "JINNAM," 589 Tons, and "NANNING," 589 Tons.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers. "JINNAM" and "NANNING" These vessels have superior Cabin accommodation and are fitted throughout by electricity. Electric Fan in each Cabin.
 Booking open daily (Sundays excepted) 9 A.M. to 5 P.M.
 Further particulars may be obtained at the office of the
HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.
 HOTEL MANSIONS (FIRST FLOOR)
 Opposite the Blake Pier.

Shipping

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

Destination	Steamers and Displacement	Sailing Dates
MARSHALL IS.	ATSUTA MARU, Capt. J. Nagao, T. 18,000	FRIDAY, 27th Sept., at 5 P.M.
WESTERN IS.	HITACHI MARU, Capt. T. Yamawaki, T. 18,000	WEDNESDAY, 25th Oct., at Daylight.
VICTORIA, B.O., & SEATTLE via KIELING, S. HAI, MOJI, KOBÉ, YOKOHAMA, SHIMIZU & YAMATO	TAMBA MARU, Capt. S. Wada, T. 12,500	TUESDAY, 24th Sept., at 4 P.M.
	YAWATA MARU, Capt. Shimidzu, T. 12,500	TUESDAY, 24th Sept., at Noon.
SYDNEY & MELBOURNE via MANILA, THURSDAY, ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU, Capt. M. Winkler, T. 9,400	FRIDAY, 27th Sept., at Noon.
	YAWATA MARU, Capt. T. Sekino, T. 7,000	FRIDAY, 25th Oct., at Noon.
BOMBAY & SINGAPORE & COLOMBO	WAKASA MARU, Capt. Nielsen, T. 12,500	MONDAY, 30th September.
CALCUTTA via SINGAPORE, PENANG & RANGOON	KIRIN MARU, T. 5,000	FRIDAY, 27th Sept.
NSAKI, KOBÉ & YOKOHAMA	YAWATA MARU, Capt. T. Sekino, T. 7,000	WEDNESDAY, 25th Sept., at Noon.
KOBÉ & YOKOHAMA	KITANO MARU, Capt. E. Ope, T. 16,000	WEDNESDAY, 25th Sept., at 5 P.M.
SHANGHAI & MOJI & KOBÉ	HAKATA MARU, Capt. H. Nomura, T. 12,500	WEDNESDAY, 25th September.
SHANGHAI & KOBÉ	HIROSHIMA MARU, Capt. Hirao, T. 5,000	MONDAY, 30th September.

PASSENGER SEASON FOR EUROPE.

Steamer	Tons displacement	Leaving H.K.
Mishima Maru	16,000	29th January.
Kaga Maru	12,500	12th February.
Atsuta Maru	16,000	26th February.
Hitsachi Maru	16,000	12th March.
Miyasaki Maru	16,000	26th March.
Kitano Maru	16,000	9th April.
Iya Maru	12,500	23rd April.
Hirao Maru	16,000	7th May.
Tango Maru	12,500	21st May.

FOR AMERICA.

Steamer	Tons displacement	Leaving H.K.
Inaba Maru	12,500	11th February.
Shidzuoka Maru	12,500	25th February.
Tamba Maru	12,500	11th March.
Awa Maru	1,500	26th March.
Sado Maru	1,500	4th April.
Yokohama Maru	12,500	22nd April.
Inaba Maru	12,500	6th May.
Shidzuoka Maru	12,500	20th May.

(Subject to change without notice.)

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
CHEFOO & NEWHONGWANG	"NINGPO"	21st Sept. 4 P.M.
SHANGHAI	"LINAN"	21st "M'night"
HAIPHONG	"SUNKIANG"	24th "8 A.M."
MANILA, CEBU & ILOILO	"TAMING"	4 P.M.
TIENTSIN	"HUICHOW"	26th "4 P.M."
SHANGHAI	"CHINHUA"	26th "4 P.M."
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	28th "4 P.M."
SHANGHAI	"ANHUI"	28th "M'night"

AUSTRALIAN ORIENTAL LINE.

MANILA, ZAMBOANGA, DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE
 "TAIWAN" ... 21st Sept. Noon.
 This steamer has superior accommodation with Electric Light throughout and Electric Fan in Saloon. A daily qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANTU"
 S.S. MANILA LINE—Twin screw Steamers "Tan" and "Taming," saloon-accommodation amidships; electric fans fitted; extra staterooms on deck, aft. Saloon accommodation of S.S. "Kallong" is situated on deck, aft. Electric fans fitted.
 S.S. SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Anson, Okeana, Okeana, Okeana)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the Saloon and Dining Saloon. Leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.
 H.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.
 These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Wampoa.
 Reduced Fares: Single \$45. Return \$75.

NEW SERVICE.

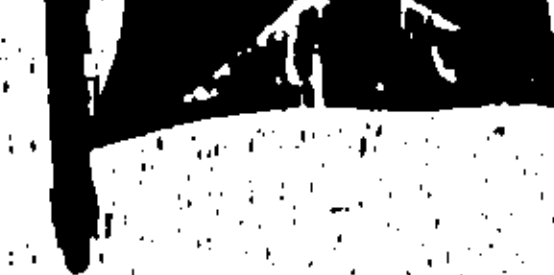
SHANGHAI TO ANTUNG.

Sailing on alternate Wednesdays.
 For Freight or Passage apply to
BUTTERFIELD & SWIRE
 Telephone No. 381.
 Hongkong, 19th September, 1912.

Shipping

HONGKONG—PHILIPPINES.

PHILIPPINES STEAMSHIP CO.



Steamship	Tons	Captain	For	Sailing Date
RUBI	4000	S. A. Crosby	Manila, Mangarin, Iloilo and Cebu.	SATURDAY, 21st Sept., 4 P.M.
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Iloilo and Cebu.	SATURDAY, 28th Sept., 4 P.M.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
 GENERAL MANAGERS
 Hongkong 11th September, 1912.

JAVA-CHINA-JAPAN LIJN.

Regular fortnightly service between

JAVA, CHINA AND JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tibodas	JAPAN	2nd half Sept.	JAVA	2nd half Sept.
Timahi	SHANGHAI	2nd half Sept.	JAVA	2nd half Sept.
Tikini	JAVA	2nd half Sept.	JAPAN	2nd half Sept.
Tilliwong	JAPAN	1st half Oct.	JAVA	1st half Oct.
Timancoek	JAPAN	1st half Oct.	JAVA	1st half Oct.
Tipanas	JAVA	1st half Oct.	SHANGHAI	1st half Oct.
Titarcom	JAVA	1st half Oct.	JAPAN	2nd half Oct.
Tilatip	JAVA	2nd half Oct.	SHANGHAI	2nd half Oct.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.
 For particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN,
 Telephone No. 375 York Building.

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western-Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.
 PROPOSED SAILING FROM HONGKONG. (Subject to alteration).
 Steamer Tons Captain Date of sailing
 S.S. "Chiyo Maru" 11,000 W. W. Greene, Oct. 8th, Noon.
 S.S. "Nippon Maru" 21,000 A. G. Stevens, Oct. 29th, Noon.
 S.S. "Tenyo Maru" 21,000 E. Boat, Nov. 5th, Noon.
 S.S. "Shinyo Maru" 21,000 E. S. Smith, Nov. 26th, Noon.
 These steamers are equipped with Turbine Engines and Triple Screws.
 All steamers carry Japanese Government wireless telegraph and post office.
 The steamer "Chiyo Maru" will be dispatched for SAN FRANCISCO via NAGASAKI, KOBÉ, YOKOHAMA, YOKOHAMA and HONOLULU on TUESDAY, the 9th Oct., at Noon.

INTERMEDIATE SERVICE.

The twin screw steamer "Nippon Maru" will be dispatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA & HONOLULU on TUESDAY, the 29th October, at Noon.

SOUTH AMERICAN LINE.

In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.
 Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.
 PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).
 Steamer Tons Date of Sailing
 Buoy Maru 10,500 Friday, October 4, Noon.
 Hongkong Maru 11,000 Tuesday, December 3, Noon.
 Kyo Maru 17,500 Saturday, February 1, 1913.
 For Further Particulars as to Passage and Freight, apply to

S. MORIMOTO, Agent

(KING'S BUILDING Opposite Blake Pier)

"THE BIG" 4 OF THE PACIFIC MAIL S.S. CO.

MONGOLIA	MANCHURIA	KOREA	SIBERIA
17,000 tons, twin screws.	17,000 tons, twin screws.	15,000 tons, twin screws.	15,000 tons, twin screws.
Also Nile, 17,000 tons, China, 10,000 tons, and Persia, 9,000 tons.			

From Hongkong calling at Shanghai, Nagasaki, Kobe (Via Island Sea), Yokohama and Hon Lulu (The Paradise of the Pacific). Through Service via New York to Europe.

SOME FEATURES OF SERVICE.

LIGHTS AND FANS. Individual Electric Reading Light in each berth and Electric Fan in each stateroom under passenger's control.
 SWIMMING TANK. Is fastened on deck for all water plunges. Bathing suits on board.
 BANQUET. Full dining saloon with magnificent view of the world's most famous cat race.
 COOKING. The Cook is under the direct supervision of one of the world's most famous cat race.
 GAMES AND AMUSEMENTS. Backgammon, such as Quizzes, Shuffleboard and all kinds of gymnastic sports, are arranged during the voyage, as well as indoor amusements, such as musical instruments, and also a large billiard table on deck, also a large billiard table on deck.
 WIRELESS AND SUBMARINE SIGNAL SERVICE. The most powerful Wireless. Telegraphy.
 TIDE KEELS. Are fitted to the ships to prevent rolling at sea, thus ensuring perfect steadiness and constant comfort.
 THE COST. Is as low as the most reliable and comfortable, than by any other route.
 A return ticket to London from Hongkong is \$100. For the INTERMEDIATE SERVICE First Class accommodations are provided for London (return ticket \$60) and to San Francisco (return ticket \$40). SPECIAL RATES to officers, Army, Navy, Consular or Civil Service.

Steamers:
 China 10,500 Tons Starting Sept. 24th at 1 p.m.
 Manchuria 17,000 " " Oct. 1st at 1 p.m.
 Nile 11,000 " " Oct. 15th at 1 p.m.
 Mongolia 17,000 " " Oct. 29th at 1 p.m.
 Persia 9,000 " " Nov. 12th at 1 p.m.
 Intermediate Steamers:
 Let us plan an itinerary for you

King's Building (opp. Blake Pier). FRSD. J. HALTON, Telephone No. 141.
 Hongkong 19th September, 1912.

WING KEE & CO.

47-49, Connaught Rd.

SHIPHANDLERS,

PROVISION & COAL

MERCHANTS

Established 28th May 1911

MEE CHEUNG.

ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1012

Developing, Printing & Engraving

Established 1st May 1911

LOG BOOK.

J.C.J.L.

The Java, China, Japan Lijn have taken up the German s.s. Petchaburi 3,000 tons D/W carrying capacity, on 6 months time charter at \$8,750 per month.

Pay for Naval Airman.
 It is officially notified that officers qualifying in the Naval wing of the Royal Flying Corps as squadron commanders, will receive 33s. a day, or almost as much as junior captains commanding any vessel, except of first-class battleships.

Chinese Pilots Strike.
 The Chinese pilots on the Changsha run have struck for higher wages. At present they receive \$60 per month, and they want the same rate as is paid on the Iohang run—\$100. At present some of the steamers are being piloted between here and Changsha by their own officers. New Chino-Japanese Trawling Company.

A Shimonoski message states that Messrs. Mitani and Masumori, of Tokio, together with two wealthy Chinese, who are contemplating the establishment of a Trawler Company to operate in the Yellow Sea and Gulf of Peohli, have arrived there, and in an interview stated that fishing on the grounds mentioned is in its infancy and fish are abundant. The capital of the new company will be Y1,200,000, and branches will be established or agents appointed at Chioo, Dairen, Tientsin and Shanghai.

Shipping Developments.
 Commenting on Messrs. Jardine, Skinner and Co.'s denial that the Indo-China Steamship Co. is to be amalgamated with the British India Company, "Commerce" writes that it has on very good authority that the British India directors have under consideration a proposal which may or may not be ultimately submitted for purchasing and amalgamating with it the Indo-China line. The B.I. recently purchased the Apur line and is, "Commerce" believes, taking over the vessels of the Eastern Shipping Company of Singapore. What, it asks, could be better for the two companies than a merger?

Leith Graving Dock.
 It is expected that the graving dock which is being constructed at Leith and was started in Jan. 1910, will be ready to be opened next month. The dock is 575ft. in length over all, 70ft. in breadth, and 44ft. in depth. It will be entered from the present Imperial Dock, to which it is almost parallel. The pumping station, which is completed, contains three centrifugal pumps, operated by electricity, and of sufficient power to empty the dock, which will contain 2,500 tons of water, in 24 hours. At present the Leith Dock Commissioners own seven graving docks, but of these three are small and date from nearly a hundred years ago, and are capable of dealing only with trawlers and similar vessels. The Prince of Wales Dock, which is the largest, is only 382ft. in length; it dates from 1860, and until about 10 years ago it was large enough for the vessels trading with the port. Now, however, steamers much too large for it visit Leith regularly, and the new Imperial Graving Dock is urgently required.

The Proposed Additional Dock at Wada.
 As already reported the Mitsu Bishi Dockyard plans to construct a large floating dock in the neighbourhood of Wada Point, and has presented a petition to the authorities for permission to proceed. The Osaka "Asahi" reports that when the plan was published Governor Hatokori was much surprised, as the Kencho had not been informed. He promptly summoned Captain Fujii, Director of the Kobe Harbour Office, and remonstrated with him. Mr. Harada of the Dockyard, also called upon the Osaka Steamship Co., and attempted to ascertain the views of the shipowners toward the scheme, but it is said that no reply will be made before the plans have been most carefully examined, and the shipowners have appointed Mr. Aihida of the Osaka S.S. Co. to investigate. The "Kobe Herald" says that Shipowners Association is believed to be in opposition to the plan, and will ask the Authorities to deny the petition of the Mitsu Bishi Company.

Consignees

NORDEUTSCHER Lloyd.
BREITEN.
IMPERIAL GERMAN MAIL
LINE.
NOTICE TO CONSIGNEES.
THE Steamship

"DUELOW,"
having arrived, Consignees of Cargo are hereby informed that their goods, with the exception of Opium, Tobacco and Valuable, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godown, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 24th of Sept., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th of Sept., at 9.30 a.m.

All claims must reach us before the 1st of October, 1912, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER Lloyd,
MELOERS & CO.,
General Agents.

Hongkong, 18th Sept., 1912.

GENERAL NEWS

Presentation of Credentials.

Mr. Muller, new Austrian Ambassador to Tokyo, and the new Belgian Minister to Tokyo proceeded to the Imperial Palace on the 18th inst. and presented their credentials to H.M. the Emperor.

A New Chinese Party.
"Kung Ming Chi Ching Hwei," a new party, has now been organized at Hankow. Its inauguration took place on the 8th and several hundred people were present. Chu Chi-feng was elected the President.

Cholera at Hankow.
Another case of cholera has occurred at Hankow. Mr. Stadtsender of Messrs. Siemens and Co. has been seriously attacked and was taken to Dr. Rosen's hospital on the 10th. His condition had slightly improved by the following night.

H.B.M.'s Consul-General Seoul.
Mr. R. G. E. Forster has been appointed British Consul in Nagasaki as successor to Mr. Arthur M. Chalmers, who has been promoted Consul-General at Seoul. Mr. Chalmers is expected to leave Nagasaki for his new post on Sept. 20th.

Szechuan to be Made Into Two Provinces.
According to a Chinese report the Tutuh of Szechuan has wired to the Central Government that the province of Szechuan is too large to be controlled by one Tutuh and that it should be divided into two provinces.

Ball Cartridges in Refuse.
While a quantity of refuse collected from the town was being dealt with at Aldershot Destructor Works a number of loud explosions was heard. A careful search was made by the workmen, who discovered amongst the refuse some fifty or sixty ball cartridges.

More Lady Doctors Wanted.
There are about 150,000,000 women in India, and at least two-thirds of these have the most profound objection to be treated by male doctors. To meet the needs of these millions there are only about 400 fully qualified medical women in India, about half of whom are missionaries. Buddhist idols for a Californian House.

Fifty-seven idols from the Temple of the Mon Ji, in the suburbs of Tokyo, will be set up in the Oriental corner of the gardens of Mr. Henry E. Huntington's home in Pasadena, California. Buddhism prohibits the sale of religious relics, but need of funds induced the owner of these idols to dispose of them.

Big Blaze in Tokio.
On September 1, a fire broke out in Shitaya, one of the poorer quarters in Tokyo, and fed by the high wind the flames spread to Asakusa on the one side and Iriya Chuo on the other. In Shitaya 281 houses were completely destroyed, and 81 houses damaged, while in Asakusa 16 houses were reduced to ashes and others partly destroyed. The flames were got under control at 5 a.m. No loss of life is reported.

BRITISH MACHINERY IN JAPAN.

Some Very Significant Figures.

In an article on the subject of "British Machinery in Japan," "Page's Weekly" says:—

There has been a very satisfactory increase in imports of machinery by the Japanese. In his annual report on the trade of Japan, just issued, Mr. E. F. Crowe, Commercial Attache to the British Embassy at Tokyo, states that judging from present indications, 1912 will also be a good year unless the labour troubles in the United Kingdom interfere seriously with deliveries.

From the subjoined tables it will be seen that although the United Kingdom is still well ahead of Germany and the United States, both these countries have made greater progress than she has. This is accounted for by the fact that the chief advances have been made in electrical machinery, in which Germany and the United States of America outdistance us as far as this market is concerned, and also that there was a reduction in spinning machinery, which is practically a British monopoly and which generally is the largest item in the whole machinery group. Many orders, however, have been given and more probably will be placed in the near future in connection with new mills and extensions of existing concerns.

Japan's Principal Imports of Machinery.

	1900.	1910.	1911.
Electric machinery—Electric dynamos and motors ...	184,400	123,300	317,000
All other ...	121,800	100,500	205,100
Steam boilers ...	93,200	40,500	171,300
Gas, oil, and hot-air engines ...	39,000	53,000	113,200
Hydraulic motors ...	23,000	35,600	65,500
Pumping machines ...	45,100	52,900	65,400
Lifting machines ...	100,000	33,300	59,000
Steam engines ...	72,000	61,800	55,800
Drilling and boring machines ...	135,900	47,400	49,500
Turning lathes ...	98,500	36,700	48,900
Sawing machines ...	21,800	22,800	36,200
Milling machines ...	12,000	6,700	23,700
Planing machines ...	4,700	6,700	10,900
Steam turbines ...	23,000	15,200	13,500
Screwing machines ...	1,600	4,000	8,400
Fire engines ...	900	3,400	7,000
Slotting machines ...	4,000	4,700	4,800
Hydraulic presses ...	19,100	23,000	3,600
Steam hammers ...	3,100	2,500	2,800
Shaping machines ...	1,300	2,600	1,600

Boilers and Engines.

Steam boilers show a very large increase, nearly the whole amount coming from the United Kingdom. A well-known firm of British boiler-makers now have small works near Yokohama, where they manufacture and assemble parts.

The increase in gas and oil engines continues. The United Kingdom enjoys about 70 per cent. of the business, most of the rest, especially in the case of the larger engines, being taken by Germany. Small gas-engines are now found in all parts of the country, as the Japanese are gradually beginning to appreciate their advantages. There are several kinds of Japanese engines on the market, but although cheap they are not economical.

In sawing machines there was a large increase, heavy stocks being imported on account of the tariff. This business is largely in the hand of the American Singer Company, which sells its machines on the installment system and has thus captured the market from the Germans.

An item of some interest is the advance in ice-making machine, brought about by the boom in trawling, which also accounts for the purchase of several trawling vessels, nets and twines.

Fire Engines.

It is a matter of regret to see that there is no great increase in fire engines. In a country like Japan, where houses are largely constructed of wood and paper, and fires occur with alarming frequency, it is surprising that the fire-fighting appliances are so inefficient. Japanese firemen are good, but their difficulties are great, for their water supply is often deficient and their engines are neither powerful nor numerous enough. While dealing with the subject of fires it may be of some interest to note that so far sprinklers have not come into much use except in cotton mills. Even there it seems to be thought that the fact that the sprinklers have been installed is sufficient and that no further attention is required; this being an instance of the carelessness which is sometimes displayed by Japanese in the handling of machinery. A table of the principal kinds of machinery imported includes the items shown above.

Total Machinery Imports.

The total of the machinery imports was 1900, £2,072,500; 1910, £1,608,700; 1911 £2,661,300.

The shares of the principal countries during the last three years in this business is shown in the following table:

Exporting Countries:

	1909.	1910.	1911.
United Kingdom ...	1,400,000	954,500	1,269,600
United States ...	382,500	370,500	644,600
Germany ...	252,800	237,800	674,300
France ...	12,000	9,800	18,500
Other countries ...	16,100	34,100	54,200

Imports of machinery into Korea in 1911 totalled about £100,000, mostly for the mines, while in Formosa there was an import of £432,000 worth of sugar machinery compared with £393,000 in 1910.

SAN FRANCISCO PAGEANT.

Mr. F. R. Benson as Organizer of Great Exhibition.

Mr. F. R. Benson, the well-known Shakespearean actor and manager, has been invited by the Panama-Pacific Exposition and the Bohemian Club to organize the pageant in connection with the great exhibition to be held in San Francisco in 1915. Approximately \$8,000,000 has been raised to finance the undertaking, which Mr. Benson believes will afford an opportunity to elevate the pageant to a level never before attained or dreamed of.

In an interview with a Press representative Mr. Benson said that every effort that could be put forward to bring home to both branches of the Anglo-Saxon people the community of our interests was a work of no mean order. The idea behind the pageant was that the glories of our history belonged to the people of the United States as much as to us. The people, by blood, were one, and were bound to draw closer and closer as the years went on. He was anxious that the pageant should start with the development of free institutions among our people. It would be carried through the Saxon Witenagemot to Magna Charta, the Convocation of the first Parliament, some incidents of Cromwell's government, and the landing of the Pilgrim Fathers. There would be a parallel pageant, showing the life of the North American Indian in its original simplicity; then the entrance of the Spanish Conquistadores, followed by the Spanish Fathers and their Missions. The real story of the pageant would begin with the romantic trek of the Argonauts of 1848-49 across the prairie, which culminated in the discovery and foundation of San Francisco. Finally, the development of San Francisco would be illustrated with the final scenes of its destruction and rebuilding.

Professor Chamberlain.
The "Japan Gazette" understands that Professor Baill H. Chamberlain, author of "Things Japanese" and innumerable valuable books on the Japanese language and literature, may revisit Japan shortly.

AFFORESTATION AND PRISONERS.

Some Practical Hints to Hongkong.

In view of what have been said recently in the "Telegraph" on the subject of using prison labour to some practical end in Hongkong, the following reprint from the Sydney "Town and Country Journal" will doubtless interest our readers.

A recent issue of the "Town and Country Journal" contained an account of what is being done in New Zealand in the matter of re-afforestation, mention being made of the manner in which prison labour is being utilised. This project has been under consideration in New South Wales at various periods, and a perusal of the report of the Comptroller-General of Prisons discloses the fact that a move is now being made in this direction, though necessarily in a cautious manner.

In January of last year, Mr. W. A. Holman, then Minister for Justice, visited New Zealand, and having interested himself with what is being done there, he arrived at the conclusion that the system might be tried here with advantage. At his request, the Comptroller-General and Mr. R. D. Hay (the State Director of Forests) visited New Zealand in the following March, and the whole question was thoroughly investigated.

The opinion expressed in the Comptroller's report is that from an economic point of view, there would not appear to be any reasonable ground for doubting the ultimate success of the tree-planting system. From the penological point of view, experience alone can demonstrate whether the tree-planting system carried out by prison labour is detrimental to the prisoners engaged in the work, or to the ordinary gaol industries.

Joint Work of Departments.

The necessity of the two Departments working in conjunction in the utilisation of prison labour for re-afforestation purposes is, of course, apparent. On the Forestry Department devolves the responsibility of providing, directing, and inspecting the work, while the Prisons Department must have absolute control of the prisoners engaged. That it is possible to harmonise the requirements of each is evidenced by the statements of the case published in the report from each point of view. The Director of Forests considers that "the requirements for this system are a fairly extensive area of Crown lands, say, from 6,000 to 10,000 acres, which would be isolated from population, yet fairly accessible for the supply of plant and provisions, and at the same time be not too rough and broken for the purpose of supervision. The site should also contain a good water supply, and be suitable for the growth of trees or economic value, either by planting methods or by the proceeds of natural re-afforestation after treatment."

Location of the Camp.

The Comptroller-General of Prisons states that "the most important matter is probably the selection of a site embracing the advantages of soil, etc., suitable for the purpose, and having reasonable facilities for the maintenance, effective disciplining, and safe-keeping of prisoners, with due regard for protection of officers. Important features to be considered, from the Departmental point of view, would be the location of the camp at a suitable spot, under decent hygienic conditions, where an ample supply of good drinking water would be available, with facilities for bathing, and adequate arrangements for the provisioning of the camps. The latter should be in such a position as would lend itself to effective control, and while measures could be taken for the prevention of contact with outsiders, the necessity of medical attention, and religious instruction of the members of the camps should be kept in view."

The conditions in New South Wales are referred to in the report as being somewhat different to those in New Zealand, where afforestation is the more suitable method, owing to the slow growth of the native trees. Larches and

pinus, valuable building timbers, are planted in land unsuitable for anything else. In New South Wales re-afforestation is the more adaptable method, as our hardwoods, and the inland cypress pines, naturally reproduce. In 1898 the New South Wales Forestry Commission recommended that hoop pine, the principal commercial softwood of the coastal country of the State, but poor in regenerative power, be sown and planted. It was further recommended that exotic softwoods be planted in waste lands.

The Site Selected.

The first site selected is 1.1-2 mile from Tuncurry, 21 miles south of Tareo, and the Manning River, and accessible by good road from Tareo. There is a steamer direct from Sydney twice weekly, and telephonic communication can be established with adjacent towns. There will be facilities for supplies, medical attention, and religious instruction. An area of 6,000 acres was originally selected but an area considerably larger in extent will be available later on. The Government already possesses a pine plantation near the site, where 150,000 plants are doing well. The existing timber is to be felled, and roughly cleared, to facilitate supervision of the prisoners.

Treatment of Prisoners.

It is proposed that those so employed shall be subjected to a rigid and exhaustive system of selection both as regards officers and prisoners.

The details will provide that each prisoner has a separate hut for himself in accordance with the first principles of the scheme of classification. Well-conducted men will, it is proposed, be afforded facilities on discharge for joining the free-labour camps. Some difficulty has been found, owing to scarcity of labour, and this has necessitated the division of the area into smaller blocks for clearing, etc. Tenders have been called for the performance of this work, and it is proposed to go on with the erection of the huts in the meantime.

LATEST LABORATORY TRIUMPH.

Some months ago that noted British chemist, Dr. F. E. Matthews, placed a quantity of metallic sodium in a test tube with isoprene, one of the derivatives of the higher alcohols. Having prepared his test tube, Dr. Matthews went up on a vacation. Returning in two weeks he found that his isoprene was rapidly turning into rubber. In the course of eight weeks it had become a solid mass of pure rubber. Further tests revealed that the action is practically quantitative and that besides being rapid it is not seriously affected by the ordinary changes of atmospheric temperature.

In other words, says "Current Literature," as appears from the report of Professor R. H. Perkins, published by the Society of Chemical Research in London, this sodium treatment of isoprene is a plain process perfectly adapted to normal production. Unfortunately for the discoverer, who applied for a British patent, Professor Karl Harries, the German chemist, had long been experimenting in the same field. He tried to secure a British patent recently, only to be confronted by the claim of a rival. The struggle for control of the discovery, known to the world as that of synthetic rubber, promises, according to London "Nature," to be long and bitter. It may have to go to the House of Lords, since the issues involve what some authorities pronounce, an industrial revolution.

N.Y.K.'s Reduced Passenger Rates.

Following the announcement that that Nippon Yusen Kaisha reduces the freight rate on several commodities to the Pacific Coast, it is now reported that the Company has decided to reduce passenger rates on and after the 21st inst. The rate from Yokohama to San Francisco will be cut from \$25.10 to \$22, for cabin passengers, and from \$20.10 to \$17 for second cabin passengers; while the rate from Yokohama to London will be reduced from \$58 to \$55 for cabin and from \$41 to \$38 for second-class passengers.

SEAWEED IN JAPAN.

How Isinglass is Made.

Six kinds of seaweed are used in the manufacture of Japanese isinglass, or agar-agar, the method of manufacture being described as follows in a recent U.S. Consular report:—The seaweed is first crushed, each kind separately, to remove shells or other adhering matter, and then washed clean with water. The washed seaweed is placed on a mat and dried until its colour becomes white by the action of the sun, frost and dew. This operation takes place during September and October, and when bleached the weight of the seaweed is decreased nearly one-half. After bleaching, the six kinds of seaweed—in the proportion of Izu, 4; Egokusa, 4; Mieaki, 3; Hinkusa, 3; Nanbu, 4; and Onikusa, 2—are all put together in a boiler and cooked for about 14 hours, until they have become soluble. The liquid is then strained through a sack and a bamboo sieve on one side, from which it runs into a container. From the container the liquid is ladled into trays about 3½ ft. long and 3 in. deep. After remaining in the trays about 12 hours these are placed on a low stand, and the isinglass is cut into strips 3 in. wide and 14 in. long, with a knife and ruler. These strips are then put into a long closed wooden box (the ends of which are 3 in. square, one end being open and one filled in with a wire sieve), and pushed through the sieve and in the form of long fine strips. The isinglass is then placed on a low stand, which is covered with a clean mat, and dried in the sun during the day and frozen during the night for two or three weeks during January and February, being watered at midnight.

THE ISLANDS OF EDIBLE BIRDS' NESTS.

The Siamese Government derives a considerable annual revenue from the rental of the islands on which breed the seaweeds, whose nests are of edible nature, says a writer in the "Wide World Magazine." There are between four and five hundred of these islands, the majority of which lie off the east coast of the Siamese-Malayan provinces, especially that of Bandon. Here, in the bay that takes its name from the province, and between the mainland and the large islands Koh Pungun and Koh Samin, stretching northward for a hundred and fifty miles or so, are the masses of volcanic rock that are the all-year-round home of literally millions of the birds. Some of the islands are mere rock-beds, others have an expanse of many acres. Nearly all rise sheer out of the intensely blue sea. In infrequent cases there is a narrow strip of beach between the water and the face of the cliff.

The colouring of the islets is marvellous; it is a symphony of siennas, umbers, ambers, sepias, ochres, pinks, purples, rose and scarlet, brought into being by the ferid heat of the volcanic action that originally lifted the rocks from the seabed. The vivid green of tropical vegetation usually crests the islets, emphasising their many-coloured hues. Add to all this the sapphire of the Siamese sea and sky in October, and the steady and refreshing breath of the south-west monsoon, and the reader will have an idea of the conditions under which I entered the winding channels that lead through the witchery of fairy islands.

Indian Famine Reports.

Simla, August 23rd.—The following are the weekly reports on famine and scarcity:—

In Central India prospects are favourable. Prices are falling. The numbers on relief in Dhar were 140 on works and 207 on gratuitous relief. In Bombay districts is decreasing. People on works are in good condition and relief measures are adequate. The public health is generally good. The numbers on relief for the week ending August 17th were:—Panoh Mahals, works 14,357, gratuitous 19,140 total 33,503; Kathiawar works 396; Admedabad, Kaira, the Deccan, and the Karnatak gratuitous 15,169. In the Native States of Kathiawar and Jath there were 2,090 on gratuitous relief.

COMMERCIAL.

Japanese Cotton Trading Co.

The balance-sheet of the Japan Cotton Trading Company for the half-year ended 30th June states that a dividend of 12 per cent. was paid, absorbing yen 250,000, and that yen 716,987 was carried forward to next half-year.

Jute Bag Supply.

"Commerce" understands that in consequence of the large world crop the stocks of jute bags are in short supply in the different consuming markets, while most Calcutta mills are hopelessly behind hand with deliveries owing to the strikes and shortage of labour.

August Rubber Returns.

Tanah Merah.—273 lbs.
Bekoh.—(August 21 to 31)—100 lbs.

Jimah.—1,900 lbs.

Bakit Katil.—3,608 lbs., an increase of 308 lbs. on July crop.

Chembong.—2,200 lbs., two months, 4,170 lbs.

Escot.—3,042 lbs.

Anglo-Sumatra.—24,512 lbs.

Japanese Customs Revenue.

Investigations made by the Finance Department of Japan show that the Customs revenue from January to July this year amounted to 31,580,000 yen, comprising 30,760,000 yen in import duty, 300,000 yen tonnage dues, and 330,000 yen sundry revenue. Compared with the corresponding period of last year, the total receipts show an increase of 15,000,000 yen.

Transvaal Gold Output for July.

The total gold output of the Transvaal for last month was valued at £3,255,198 against £3,012,738 in July, 1911, an increase of £242,460; the production in June, 1912, was £3,202,517. The number of natives employed at the end of the month was 207,250, against 200,758 at the end of July, 1911, and 212,573 at the end of June, 1912.

Pahang Consolidated.

A circular to shareholders states that reports received by letter of the developments on Willinks 500 ft. level are of a very satisfactory nature. Rich ore has been encountered, and driven on for a distance of over 200 ft., but the extent and permanence of the deposit can only be ascertained after much further development has been done.

Singapore Rubber Auction.

The fifty second auction of the Singapore Chamber of Commerce Rubber Association was held yesterday with the following result:—Offered for sale 154 cases (pols. 163.08 or 21,741 lbs.); sold 130 cases (pols. 134.89 or 17,985 lbs.) The prices realised were:—

Sheet Smoked	\$230 to \$253
" Unsmoked	225 to 230
Crope No. 1	230 to 252
" No. 2	220 to 235
" No. 3	207 to 216
" No. 4	173 to 193
Scrap Virgin	188
" Untreated	176

Lancashire Cotton Trade Extension.

In spite of the present unsettled state of the American cotton market big schemes are being formed for the development of the cotton trade in East Lancashire, entailing the erection of three big sheds at Colne and one at Nelson. Five thousand looms will be installed and work will be found for 1,800 operatives. A well-known Yorkshire firm has acquired a large site at Carr Hays, Colne, to erect a mill with 2,000 looms, and other schemes are a mill at Greenfield, Colne, for 400 looms, one at North Valley Road for 1,000, and one at Hendon, Nelson, for 1,200.

Japan Rice Crop Estimates.

Notwithstanding the fact that in some districts drought prevailed during the period of transplantation of rice plants, the condition of the crops is very good as the hot weather during the dog days was exactly what was needed. Some damage was done in some districts by storms and insects, but nevertheless, judging from the condition of the rice plants on August 26th, a week before the Nityakoku (210th day) it is estimated that the crop this year will be 55,293,945 koku. As compared with the crop of the last year, says the "Kobe Herald," this shows an increase of 3,599,002 koku, and when compared with that of a normal year an increase of 1,170,886 koku, or 7 per cent. and 12 per cent. respectively.

Shipping

HAMBURG-AMERIKA
LINIE.IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."EAST ASIATIC SERVICE.
Regular Sailings from JAPAN, CHINA AND PHILIPPINES,
via STRAITS and COLOMBO,
to

Marseilles, Havre, Bremen and Hamburg and New York.

Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste,
Lisbon, Oporto, Genoa, and other Mediterranean Levantine Black Baltic Sea and
Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

For Shanghai, Kobe & Yokohama:
"O. F. LAEISZ" 21st Sept.
"SCANDIA" 20th Sept.
"ARCADIA" 13th Oct.
"BAYERN" 17th Oct.
"LIBERIA" 7th Nov.
"ALEXIA" 19th Nov.

HOMEWARD.

For Marseilles, Havre & Hamburg:
"S.S. SILESIA" 21st Sept.
For Rotterdam, Hamburg & Ant.
"S.S. BELGRAVIA" 5th Oct.
For Havre & Hamburg:
"S.S. O. J. D. AHLERS" 7th Oct.

Hamburg-Amerika Linie,
Hongkong Office.

LOG BOOK.

The Japanese Navy and
"Home-made" Ships.

The Japanese Navy, writes Mr. Fred T. Jane in the "Pall Mall Gazette," is always a subject of interest, and a certain official lifting of the veil as to "home-made" Japanese ships is particularly so. From this it appears that 61 per cent. of the Saitama was not "home-made" at all! In the Kurama 58 per cent. was not Japanese; in the Kawachi only 20 per cent. came from foreign countries. In the Settsu it is likely to be less, and so on. The point of special interest, says the writer, is that the Japanese have in a general way been careful not to take risks with their principal units.

New Australian Naval Base.
The steamer Karuah, the Newcastle Company's regular trader between Port Stephens and Sydney, on the last trip to the picturesque northern port had on board a portable cottage—a comfortable dwelling made in Sydney.

Inquiries as to the destination of this abiding place revealed the fact that the Federal Government has sent an officer of the Defence Department (naval branch) to Port Stephens for the purpose of laying out a base for the Australian navy.

The spot selected, according to all accounts, says the Sydney "Evening News," is Salamander Bay, a fine stretch of water, between four and five miles from the entrance to Port Stephens, and a place calculated to suit the requirements of the Navy Board in every respect.

This bay is sheltered from all wind and weather; also it is practically out of sight from the headlands forming the entrance to Port Stephens.

In official circles it has been known for some time that the Navy Board had its eye on Port Stephens, and has got in first, so far as securing Salamander Bay is concerned. Years ago, commercial men and shipmasters, particularly Captain Phillips, of the Karuah, advocated the claims of Salamander Bay as a place where big vessels could anchor, and where wharves might be built to advantage.

Deep draught ships can be accommodated, as proved by the fact that two of the large Federal liners have been there for consignments of hardwood. And they loaded without trouble.

The surveyor now on the spot is likely to spend about nine or twelve months over the work, and as a fleet of 16 ships can find safe anchorage, it is understood that the base is to be more than one in name only.

The Defence Department has now taken up areas in two of the most important bays on the N.S.W. coast—Port Stephens and Jervis Bay. The distance from Sydney is pretty much the same, the northern port is 82 miles, and Jervis Bay 87 miles.

A recent visit to the Naval College at Captain's Point shows that there are now 60 men at work. They are engaged in road-making in the vicinity of the site, also preparing for the excavations and foundations. A jetty is to be erected, so that in a few months' time, the Australian Naval College will be showing above the ground.

Port of Shaochingho.

The geographical and other features of Shaochingho, a junk port situated at the mouth of the Grand Canal emptying itself into the Gulf of Pechili, being taken into consideration, Shaochingho may outstrip in importance the port of Lungkou in due course of time. The dredging operations, etc., are now in good progress on an extensive scale. When the harbour works are finished at the end of this year, steamers having drafts of up to 18ft. will find easy access to the port.

VESSELS IN PORT.

Steamers.
Achilles, Br. s.s., 4,183, G. A. Flynn, 19th Sept.—Shanghai 16th Sept., Gen.—B. & S.
Bujo Maru, Jap. s.s., 3,212, Hashimoto, 17th Sept.—Mojil 12th Sept., Coal.—T. K. K.
Carl Diederichsen, Ger. s.s., 774, Ch. Jurgens, 17th Sept.—Hokkaido Ballast—J. & Co.
Camilla, Br. s.s., 3,149, A. M. John, 16th Sept.—Tientsin 14th Sept., Ballast—A. P. Co.
China, Am. s.s., 3,186, R. Allen, 18th Sept.—San Francisco 17th Aug., Mail and Gen.—P. M. S. S. Co.
Uaigi Maru, Jap. s.s., 884, Y. Somo, 18th Sept.—Swatow 18th Sept., Gen.—O. S. K.
Eleono, Am. s.s., 654, Altonaga, 9th Sept.—Manila 6th Sept., Sugar.
Errikon, Nor. s.s., 1,344, Argensen, 19th Sept.—Canton 18th Sept., Ballast—M. B. K.
Fausang, Br. s.s., 1,110, H. S. Malik, 18th Sept.—Sourabaya 7th Sept., Ballast—J. M. & Co.
Heimdal, Nor. s.s., 761, T. A. Johnson, 18th Sept.—Sourabaya 6th Sept., Sugar—J. O. J. L.
Japan, Br. s.s., 3,800, Archdeacon, 16th Sept.—Mojil 1th Sept., Gen.—D. S. & Co.
Kenku Maru, Jap. s.s., 2,100, T. Yamamoto, 14th Sept.—Manila 11th Sept., Ballast—M. B. K.
Kosima, Rus. s.s., 1,990, P. Foxareff, 17th Sept.—Vladivostok 9th Sept., Coal—Lukhmanoff.
Kutsang, Br. s.s., 3,109, R. O. D. Bradley, 19th Sept.—Singapore 18th Sept., Gen.—J. M. & Co.
Lacerta, Br. s.s., 1,810, Page, 17th Sept.—Saigon 18th Sept., Gen.—W. F. Sling.
Lung Sang, Br. s.s., 1,038, Leach, 17th Sept.—Manila 14th Sept., Gen.—J. M. & Co.
Lyemooon, Ger. s.s., 2,000, Hellmuth, 10th Sept.—Saigon 6th Sept., Gen.—H. A. L.
Muttra, Br. s.s., 2,935, H. Carey, 17th Sept.—Mojil 11th Sept., Gen.—J. M. & Co.
Pongtong, Ger. s.s., 998, W. Gudi, 15th Sept.—Cebu 11th Sept., Ballast—B. & S.
Rajah, Ger. s.s., 1,975, O. Rostky, 18th Sept.—Canton 17th Sept., Ballast—Ondar.
Salstad, Br. s.s., 807, Ledrup, 16th Sept.—Fremantle 21st Aug.—Sandal Wood—B. & S.
Talyuan, Br. s.s., 1,459, Brown, 17th Sept.—Melbourne 19th Aug., Gen.—B. & S.
Tamba Maru, Jap. s.s., 3,303, S. Wade, 17th Sept.—Shanghai 14th Sept., Fuar, etc.—N. Y. K.
Too San, Br. s.s., 981, P. N. Maikusen, 17th Sept.—Siphong 14th Sept., Gen.—Order.
SAILING (VESSELS).
Comet, Br. 4-masted barque, 2,880, W. J. Davis, 18th June—New York 2nd Feb., Oil—S. O. Co.

VESSELS TAKING CARGO.

European Ports.

Destination.	Vessel's Name.	For Freight	To be Dispatched.
Europe	Goeben	M. & Co.	20 October
London, &c.	Ceylon	P. & O. Co.	4 October
London and Antwerp	Dan of Glamis	J. M. & Co.	12 October
Rotterdam, &c.	Belgravia	H. A. L.	5 October
Havre and Hamburg	Arcadia	H. A. L.	3 November
Havre and Hamburg, &c.	O. J. D. Ahlers	H. A. L.	7 October
Marseilles, &c.	Sachsen	H. A. L.	30 October
Marseilles, Hamburg, &c.	Silesia	H. A. L.	21 September
Marseilles, London & Antwerp via Singapore, &c.	Atanta Maru	N. Y. K.	27 Sept., p.m.
Trieste, &c.	Austria	S. W. & Co.	1 October
do	Africa	S. W. & Co.	22 September
Glasgow and Hull	Glenloch	S. T. & Co.	15 October
Cape Ports via Mauritius	Dunerie	Bank Line	End September

New York, San Francisco and Canada.

New York	Pathan	D. & Co.	8 October
New York via Suez	Indrasamha	J. M. & Co.	28 September
San Francisco	China	P. M. Co.	24 September
do	Manchuria	P. M. Co.	1 October
San Francisco, &c.	Chiyo Maru	T. K. K.	8 October
Mexico, Peru, Chili via Japan	Bayo Maru	T. K. K.	4 October
Victoria, B.C.	Taoma Maru	O. S. K.	3 October
do	Panama Maru	O. S. K.	15 October
Victoria, B.C., and Seattle via Shanghai, &c.	Tamba Maru	N. Y. K.	24 Sept., 4 p.m.
Victoria, Vancouver, B.C., Seattle & Tacoma, &c.	Orieiro	Bank Line	3 October
Vancouver	Empress of India	C. P. R. Co.	26 October
Vancouver via Ports	Monteagle	C. P. R. Co.	5 October

Australia.

Australian Ports	Empire	G. L. & Co.	25 September
do	Kumano Maru	N. Y. K.	27 September
do	Taiyuan	B. & S.	21 September
Australian Ports via Manila	Prinz Waldemar	M. & Co.	5 October

Singapore, Coast Ports and Japan.

Batavia, Cheribon, Samarang, &c.	Tijamahi	J. O. J. L.	Quick despatch
do	Tijaroom	J. O. J. L.	Quick despatch
Philippines	Rubi	S. T. & Co.	21 September
do	Tuning	B. & S.	24 September
do	Zafiro	S. T. & Co.	28 September
do	Yuensoong	J. M. & Co.	28 September
Bombay	Wassak Maru	N. Y. K.	30 September
do	Devanlu	P. & O. Co.	28 September
Calcutta	Kirin Maru	N. Y. K.	21 September
Straits	Fausang	J. M. & Co.	24 September
Straits and Rangoon	Muttra	J. M. & Co.	23 September
Straits and India	Japan	D. S. & Co.	21 September
Kadat and Sandakan	Borneo	M. & Co.	Middle October
Japan	Yawata Maru	N. Y. K.	25 September
do	Kutsang	J. M. & Co.	24 September
do	Peking	A. N. & Co.	23 October
Japan, &c.	China	S. W. & Co.	28 September
do	Scandia	H. A. L.	13 October
do	Bayern	H. A. L.	17 October
do	Laboria	H. A. L.	7 November
do	Alesia	H. A. L.	19 November
Weihaioei and Tientsin	Kuichow	B. & S.	28 September
Tientsin	Huichow	B. & S.	21 September
do	Chipsing	J. M. & Co.	21 September
Chefoo and Newchwang	Ningpo	B. & S.	21 September
Anping, &c.	Soslu Maru	O. S. K.	20 October
Haiphong	Sikiang	M. M. Co.	25 September
Manila	Loongang	J. M. & Co.	21 Sept., 2 p.m.
Swatow	Haimon	D. L. & Co.	22 September
Foochow, &c.	Kinjo Maru	O. S. K.	25 September
Tamsui, &c.	Daiji Maru	O. S. K.	25 September
Shanghai and Japan	Hakata Maru	N. Y. K.	25 September
do	Kutsang	J. M. & Co.	23 September
Shanghai, Moji, Kobe and Yokohama	Nankin	P. & O. Co.	22 Sept., about
Shanghai, Kobe, &c.	Flintshire	J. M. & Co.	11 October
Shanghai	Arcadia	H. A. L.	28 September
do	O. F. Laeisz	H. A. L.	21 September
do	Korber	S. W. & Co.	5 October
do	Scandia	H. A. L.	10 October
do	Hiroshima Maru	N. Y. K.	30 September
do	Linan	B. & S.	21 September
do	Hangsang	J. M. & Co.	22 September
do	Tungshing	J. M. & Co.	25 September
do	Chinluu	B. & S.	28 September
do	Anhui	B. & S.	28 September

To Sail

THE "INDRA" LINE,
LIMITED.

FOR NEW YORK, via SUEZ
CANAL.
(With liberty to call at the Malabar Coast.)

THE Steamship

"INDRASAMHA."

Captain Jones, will be despatched above on 28th September.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong 2nd Sept., 1912. [338]

FOR SINGAPORE, PENANG
AND CALCUTTA.

(Taking cargo on Through Bills of Lading to Rangoon, Madras, and Mauritius.)

THE Steamship

"JAPAN"

Capt. L. Y. Archdeacon, will be despatched above on SATURDAY, the 21st inst., at 4 p.m.
For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 19th Sept., 1912. [340]

To Sail

THE AMERICAN & ORIENTAL
LINE.

FOR BOSTON & NEW YORK via
SUEZ CANAL.
(With liberty to call at the Malabar Coast.)

THE Steamship

"JESERIC"

Captain White, will be despatched above on SATURDAY, the 26th October.
For Freight apply to
ARNOLD, KARBURG & Co.,
General Agents.
Hongkong, 19th Sept., 1912. [378]

INDO-CHINA STEAM NAVI-
GATION CO., LTD.

FROM CALCUTTA, PENANG
AND SINGAPORE.

THE Company's Steamship

"KUTSANG"
having arrived from the above Ports
Consignees of cargo by her are hereby
informed that their goods will be de-
livered from alongside.

"Cargo impeding the discharge or
remaining on board after 4 p.m., the
20th inst., will be landed at Consignees
risk and expense."
No Fire Insurance will be effected.
Bills of Lading will be counter-signed
by

JARDINE, MATHESON
& Co., Ltd.,
Agents.
Hongkong, 19th Sept., 1912. [379]

To Sail

Regular Steamship Service

With Liberty to call at the
Malabar Coast.
"PROPOSED SAILING FROM HONGKONG."
FOR NEW YORK.

S.S. "PATHAN" ... On or about
8th Oct.
For Freight and further information,
apply to

DODWELL & CO., LTD.

Hongkong, 3rd Sept., 1912. [382]

"PEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENAVON,"
FROM LEITH, MIDDLESBRO'
LONDON & STRAITS.

CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the Godowns
and/or extra hazardous Godowns of the
Hongkong and Kowloon Wharf and
Godowns Co., Ltd., whence and/or
from the wharves delivery may be
obtained.

No Claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
26th inst., will be subject to rent.
All claims against the steamer must
be presented to the Undermanned on or
before the 3rd prox., or they will not
be recognized.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
whence they will be re-examined on the
26th inst., at 11 a.m.
No Fire Insurance has been effected.
Bills of Lading will be counter-signed
by

GIBB LIVINGSTON & CO.

Agents.
Hongkong, 19th Sept., 1912. [380]

MOVEMENTS OF
STEAMERS.VESSELS ADVERTISED TO
DEPART TO-MORROW.

For	Vessel
Australia, Taiwan.	Loongsang.
Philippines, Sul Tai.	Sul Tai.
Obefoo, Ningpo.	Ningpo.
Tientsin, etc., Chipping.	Chipping.
India, Japan.	Japan.
Shanghai, Linan.	Linan.
Haiphong, Michael Jensen.	Michael Jensen.
Marcell, etc., Silesia.	Silesia.
Shanghai, S. Ford, Laeisz.	S. Ford, Laeisz.
Calcutta, etc., Kirin-maru.	Kirin-maru.

VESSELS ADVERTISED TO
ARRIVE TO-MORROW.

From	Vessel
Sourabaya, Hopsang.	Hopsang.

AMERICAN MAIL.

The P. M. S. S. Co.'s s.s. Nile
left San Francisco for this port via
Honolulu, the Japan Ports and Shang-
hai, on Saturday, 7th inst.

The P. M. S. S. Co.'s s.s. China
will sail from this port for San
Francisco via Nagasaki, Kobe, Yoko-
hama and Honolulu on Tuesday, the
24th inst., at 1 p.m.

The P. M. S. S. Co.'s s.s. Mongolia
with the American Mail left San
Francisco for this port via Honolulu,
the Japan ports and Manila on the
14th inst.

The T. K. K. s.s. Shinyo Maru
left Nagasaki for Kobe on the 10th
inst.

The T. K. K. s.s. Chiyo Maru
arrived at Yokohama from Honolulu
on the 17th inst., and is expected in
Hongkong on the 27th inst.

The T. K. K. s.s. Nippon Maru
leaves San Francisco for Hongkong
via usual ports on the 21st inst., and
is due here on the 18th prox.

The T. K. K. s.s. Tenyo Maru
arrived at San Francisco from Honolulu
on the 18th inst., and leaves again
on the 27th inst.

The P. M. S. S. Co.'s s.s. Manchuria
with the American Mail arrived at
Manila on Monday, the 10th inst.,
between 10 a.m. and noon and will
sail from that port on Saturday, the
21st, between 2 p.m. and 4 p.m.

AUSTRALIAN MAIL.

The N. Y. K. s.s. Yawata Maru,
Australian Line, left Sydney for this
port on the 4th inst., and is expected
here on the 23rd inst.

CANADIAN MAIL.

The O. P. R. Co.'s s.s. Empress of
India, which left here on the 24th ult.,
arrived at Vancouver, B.C., on Sunday,
the 15th inst., at 4.00 p.m.

The O. P. R. Co.'s s.s. Empress of
Japan arrived at Shanghai on Wednes-
day, the 18th inst., at 8.30 p.m., and
left again at 4.30 a.m., yesterday,
for Nagasaki where she is due to arrive
on Friday, the 20th inst.

The U. P. R. Co.'s s.s. Montague
arrived at Yokohama on Thursday, the
10th inst., at 9 a.m., and left again
at 2 p.m., same day for Kobe where
she is due to arrive on Friday, the 20th
inst., at 6 p.m.

MERCHANT STEAMERS.

The Megal Line s.s. Montrose sailed
from United Kingdom on the 17th
ult., for Hongkong via the Straits.

The Barber Line s.s. Wray Castle
sailed from New York on the 18th
ult., for Hongkong via the Straits.

The Barber Line s.s. Munceator
Castle sailed from New York on the
26th ult., for Hongkong and the Far
East.

The Russian V. F. s.s. Moghilev
sailed from Colombo on the 10th inst.,
and is expected to arrive in Hongkong
on the 25th inst., morning.

The Seang Line s.s. Seangchoon
left Rangoon on the 16th inst., for
Hongkong via Penang and Singapore
and is expected to arrive here on the
27th inst., at noon.

The T. K. K. s.s. Kiyo Maru
arrived at Manzanillo on the 19th
inst., and is due at Salina Cruz on the
23rd inst.

The T. K. K. s.s. Hongkong Maru
left Calao for Salina Cruz on the 16th
inst., where she is due on the 24th
inst.

The s.s. Middleham Castle arrived
at New York on the 10th inst.

The s.s. Egremont Castle sailed from
New York on the 12th inst., for the
Far East.

The P. & O. S. N. Co.'s s.s. Nankin
left Singapore for this port on the 17th
inst., at 7.30 a.m., and is due here on
the 22nd inst., at about 8 a.m.

The s.s. City of Baroda left Sabang
on Tuesday, the 17th inst., and is due
here on Wednesday, the 26th inst.,
daylight.

The L. O. S. N. Co.'s s.s. Kumsang,
from Calcutta, is due at Hongkong on
the 27th inst., and leaves for Japan
on the 1st prox.

The L. O. S. N. Co.'s s.s. Hop ang,
from Sourabaya, is due at Hongkong
on the 21st inst.

The Sibir Line s.s. Fintalir, from
London, is due at Hongkong on the
11th prox. She passed Canal on the
10th inst.

The s.s. Glenview, past the Suez
Canal on Tuesday, the 17th inst., for
Hongkong via Suez.

The Sikk sent forward per s.s. Nippon
Maru was landed in New York on the
14th inst., at 4 p.m. and 25 hours after
arrival at San Francisco.

HOTEL LIST.

Hongkong Hotel.	Hongkong Hotel.
Adams, Mr. & Mrs. Jones, G. & S.	Barbican, A. T. Jones, J. W.
Beaumont, G. A. Koch, D. Y.	Bell, C. D. J. Komor, S.
Bent, G. A. Knoch, H.	B. H. Lehnert, G. F.
Boeker, S. Lloyd, G. T.	Brill, D. Mair, J. B.
Brown, Mr. & Mrs. Marriott, Dr. O.	S. H. MacLachlan, Mr. & Mrs. MacLachlan, D.
Buchner, O. Mrs. Nell	Carroll, A. McLaughlin, D.
Claxton, A. A. Martin, Miss S.	Cohen, S. K. Marshall, W. B.
Cokely, T. J. Mark, H. L.	Cooper, W. A. J. Matheson, Mrs. B.
Couther, J. T. & child	Crocker, Miss McKenny, Dr. C.
Curry, G. F. W.	Davis, C. H. Mehta, K. B.
Defer, C. Merckel, J.	G. Oettinger, V. Muir, W.
Douglas, Mr. & Mrs. Mulder, Mr. and Mrs. J. D. F.	Eames, R. J. W. Morris

Shanghai-Sumatra T. 30	1110				
Steam Laundry	\$5	\$5			50cts. for year and 80 s-1
United Asbestos Oriental Agency, Ltd.....	\$10	\$91			20 per cent. per ordinary share for year ended 31-3-1913
United Asbestos Foundry Shares ...	\$10	\$500			
Union Waterfall	\$10	101	b,		75 cents. per share for year ending 31-12-1911
Wetmann, Ltd.	\$10	\$15	b,		10 per cent. for year ending 31-7-10
Waters	\$10	\$5	b,		41 cents. for 1911
Williams Powell		\$71	b,		

Received on 10.10.1913, September, 1913, by WRIGHT AND HORNBY, Auctioneers,
 General Broker, & Real Estate and General T. & A. (Mortgage)
 The Telegraph does not hold itself responsible for any of the contents thereof

THE INTERPORT

(Continued from page 5)

rattle that disconcerted Nutty for a moment. Nutty made up his mind to die fighting and got on a horse. Brothet was drawing nearer and nearer to him, but he would give him something to do. The crowd commenced to call out for the men in turn, and amidst vociferous appeals for further effort, Brothet got in front a few yards from home, and never again being in difficulty, won by about four yards. The time given was 14 min. 30 sec., though unofficially it was regarded as nearer 14 min. 15 sec. Logan's time for the distance, 14 min. 55 sec., was therefore well beaten. Having won two events each, the teams are even.

The officials were:—

President: His Excellency Sir Henry May, K.C.M.G. Chairman: Mr. W. Logan, Hon. Treasurer: Mr. C. D. Silas, Hon. Secretary: Mr. F. Lamont, Judges: Mr. A. Charlton, Mr. H. C. Sayre, Mr. A. A. Alves, Mr. F. W. White, Mr. F. Lamont, Referee: Mr. V. Logan, Starter: Mr. A. E. S. Alves, Mr. H. E. Scriven, Handicappers: Mr. H. E. Scriven, Mr. A. V. Barros, Mr. L. C. Witchell, Mr. A. H. Carroll, Mr. H. C. Sayre, Official Timekeepers: Mr. E. Frohlich, Mr. D. K. Blair, Mr. G. W. Avenall, Mr. T. Chee. Competitors: Mr. F. P. Lonsfey, Stewards: Mr. A. H. Carroll, Mr. E. A. S. Fowler.

Results at a Glance.

RUNNING HEADERS.
M. A. R. Souza (Hongkong) 1
S. M. A. Remedios (Hongkong) 2
Hoi-kong entered six competitors, viz: S. M. A. Remedios, M. A. R. Souza, P. Mansberg, F. B. Silva, C. Humphreys and A. K. Ellis, while Shanghai entered three, R. Berthet, E. Brown and T. W. R. Wilson.

THROWING THE POLO BALL.
Colemar (Hongkong) 78 feet
6 ins. 1
R. C. Wittehl (Hongkong) 2
62 feet 6 ins. 2

HALF MILE RACE.
R. Berthet (Shanghai) 1
—Natty (Hongkong) 2
Times, 14 min. 36 sec. and 41 min. 41 sec. respectively.

The Hongkong competitors were: Barros, A. A. Claxton, Ellis, Miller, Daly, Moss, Cruz, Natty, and L. C. R. Souza.

Shanghai were represented by R. Berthet, MacCabe and Brown.

MEMBERS' EVENTS.
The events open to members of the V.R.C. resulted as follows:—

The lengths' handicap:—heat winners: A. J. V. Libeiro, 1st; time 31 4/5 sec.; G. C. Jorge, 2nd; time 35 2/5 sec.; J. M. Rozza Pereira, 3rd; time 33 4/5 sec.; A. V. Barros, 4th; time 33 1/5 sec.

Team Race, two lengths: 1. H. A. Lamont's team; 2. P. M. Remedios' team.

The two lengths race open to Army, Navy and Police, was keenly contested being won by Smith, of the K.O.Y.L.I. The second and third places were secured by Colmer and Nutty.

FACILITIES FOR DOCKING AT KOBE.
It will be remembered, says the "Kobe Herald," that some time ago the Kawasaki Dockyard Co. proposed to construct a floating dock large enough to accommodate ships of 20,000 tons, reclaiming land at Higashi-damachi, Higo, for the purpose, but the proposal met with so much opposition from shipowners that the location of the dock was changed to Nishinomiyama. It is now reported that the Mitsui Bishi Dockyard has on foot a scheme to construct a dock capable of accommodating vessels of 25,000 tons. It is intended to reconstruct the present dockyard at Wada Point, and application has been made to the authorities through the Kobe City Office. The matter is being attended to by the Harbour Office, and great secrecy is being observed by all concerned lest the opposition of shipowners be renewed. The latter claim that the entrance to the harbour is even now too narrow, and that if the Mitsui Bishi Company be permitted to construct a breakwater projecting north from Wada Point, the Office matters will be still worse. It is said that the shipowners will petition the authorities to reject the Mitsui Bishi application, on the ground that shipping will be hampered if the proposed breakwater be constructed.

CHINA COAST GAZETTE.

Captain F. Richard of the Kwongang, has gone master, Namrang.

Mr. J. W. Carle, chief officer, Kwongang, has gone acting master, same ship.

Mr. J. McN. Thomson, second officer, Kwongang, has gone acting chief officer, same ship.

Mr. A. Stewart, second officer, Taekwo, has gone second officer, Kwongang.

Mr. E. Scott, supernumerary, Taikang, has gone acting second engineer, same ship.

Mr. A. S. Allan, second engineer, Kingsing, has gone second engineer, Tingsang.

Mr. J. L. Sheriff, second engineer, Tingsang, is on leave.

Mr. E. M. Evans, second officer, Taikang, has gone acting chief officer, Lianshing.

Mr. F. Shaw-Lawlor, acting chief officer, Lianshing, has resigned.

Mr. W. Elliot has been appointed second officer, Taikang.

Mr. C. B. G. Hollyar, chief officer, Foochow, is on leave.

Mr. A. E. V. Harrison, from reserve, has gone chief officer, Foochow.

Mr. E. P. Wright, second officer, Chinhu, has gone second officer, Hsin Peking.

Mr. A. B. Easton, second engineer, Hsin Peking, has gone second engineer, Ngankin.

Mr. W. Bowden, third engineer, Hsin Peking, has gone acting second engineer, same ship.

Mr. A. G. Madan, from reserve, has gone second officer, Chinhu.

Mr. A. J. Scott, chief officer, Luehow, is on leave.

Mr. D. Sutherland, from reserve, has gone chief officer, Luehow.

Mr. W. Kerr, supernumerary, Hsin Peking, has gone third engineer, Fengtien.

Mr. D. V. White, acting second engineer, Ngankin, has gone third engineer, same ship.

Mr. J. J. Brooks, acting third engineer, Ngankin, has gone fourth engineer, Luen Yi.

Mr. R. K. Burns, acting third engineer, Fengtien, has gone third engineer, Hsin Peking.

Capt. D. Struak, from leave, has gone master, Tungwah.

Mr. D. Campbell, acting chief engineer, Kianghsin, has gone chief engineer, Kianghsin.

Mr. W. Davis, from leave, has gone chief engineer, Kianghsin.

Mr. R. Alexander, second engineer, Kiangfoo, is on leave.

Mr. S. McDonald, acting chief engineer, Kianghsin, has gone chief engineer, Tungwah.

Mr. A. Warner, second officer, Kiangfoo, has resigned.

Mr. F. Nevill has been appointed second officer, Kiangfoo.

Mr. Druen, third engineer, Kiangfoo, has gone acting second engineer, same ship.

Mr. G. Binks, late third engineer, Hsin, is reappointed third engineer, Kiangfoo.

Mr. P. McIntire, chief engineer, Toonan, is on leave.

THE RELIEF SEASON.
The following extract from Programme of Movements of Royal Indian Marine Steamers during the 1912-13 Relief Season, is published in Garrison orders for information:—

The R.I.M.S. Northbrook will leave Durban on 23rd December, 1912, with the 2nd Bn, D.C.L. Infantry Strength as follows:—

20 Officers, 1 ladies, 10 children; 2nd Class—4 men, 3 women and 9 children; 3rd Class—732 men, 40 women and 101 children, and will arrive at Hongkong on 14th January, 1913.

The R.I.M.S. Northbrook will leave Hongkong on 17th January, 1913, with 1st Bn, K.O.Y.L.I. Strength as follows:—20 Officers; 2nd Class—3 men, 2 women and 2 children; 3rd Class—760 men, 30 women and 75 children, and will arrive at Singapore on 22nd January, 1913.

The R.I.M.S. Northbrook will leave Hongkong on 17th January, 1913, with 1st Bn, K.O.Y.L.I. Strength as follows:—20 Officers; 2nd Class—3 men, 2 women and 2 children; 3rd Class—760 men, 30 women and 75 children, and will arrive at Singapore on 22nd January, 1913.

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POST OFFICE.

SIBERIAN ROUTE. SUPERSCRIPTION UNNECESSARY FOR EUROPE.

Letters and post cards for Europe will in future be despatched by the route of Siberia unless marked by the addressee for transmission by another route. Printed matter and samples will continue to be sent by the Suez Canal route.

MAILS VIA SIBERIA.

Left	Due
London	Shanghai
Aug. 28	Sept. 14
Sept. 1	Sept. 16

MAILS DUE.

American, Chio Maru, 27th inst.
Siberian, Chinhu, 28th inst.
American, Nippon Maru, 18th prox.

MAILS CLOSE.

Pakhoi, Haiphong and Saigon—Per Hongkong, 21st Sept., 9 a.m.
Philippine Islands, Australia, Tasmania and New Zealand via Port Darwin—Per Trijuna, 21st Sept., 11 a.m.

Philippine Islands—Per Luongang, 21st Sept., 1 p.m.
Macao—Per Sui Tai, 21st Sept., 1.15 p.m.

Philippine Islands—Per Rubi, 21st Sept., 3 p.m.
Chefoo and Newchwang—Per Ningpo, 21st Sept., 3 p.m.

Swatow, Weihaiwei, Chefoo and Tientsin—Per Chipping, 21st Sept., 3 p.m.

Shanghai and North China—Per Linan, 21st Sept., 5 p.m.

Haiphong and Saigon—Per Michael Johnson, 21st Sept., 5 p.m.

Swatow, Shanghai and North China—Per Hongkong, 21st Sept., 5 p.m.

Swatow—Per Haimun, 22nd Sept., 9 a.m.

Shanghai, North China and Japan via Moji—Per Nankin, 22nd Sept., 9 a.m.

Haiphong and Pakhoi—Per Carl Diederichsen, 22nd Sept., 9 a.m.

Swatow, Amoy and Formosa via Tamsui—Per Daigimua, 22nd Sept., 9 a.m.

Japan and Moji—Per St. Albans, 22nd Sept., 9 a.m.

Straits and India via Calcutta—Per Japan, 22nd Sept., 9 a.m.

Batavia, Samarang, Sourabaya and Macassar—Per Tjibodas, 23rd Sept., 11 a.m.

Samarang and Sourabaya—Per Heimdall, 23rd Sept., 11 a.m.

Straits and Borneo—Per Mitta, 23rd Sept., 11 a.m.

Shanghai, North China and Japan via Kobe—Per Kusan, 23rd Sept., 3 p.m.

Haiphong, Pakhoi and Saigon—Per Sungkiang, 23rd Sept., 5 p.m.

Straits, Samarang and Sourabaya—Per Fanning, 24th Sept., 10 a.m.

Saigon, Straits, Ceylon, Adelside, Western Australia, India, Aden, Egypt and Europe via Mamelles (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) (Late Letters 11.00 a.m. to Noon. Extra Postage 10 cents.)—Per Caledonia, 24th Sept., 11 a.m.

Japan via Nagasaki, Honolulu, Canada, United States and South America via San Francisco—Per China, 24th Sept., 11 a.m.

Philippine Islands—Per Taming, 24th Sept., 3 p.m.

Philippine Islands, Australia, Tasmania and New Zealand via Thursday Islands—Per Empire, 25th Sept., 10 a.m.

Swatow, Amoy and Foochow—Per Haimun, 25th Sept., 10 a.m.

Shanghai and North China—Per Tungshing, 25th Sept., 11 a.m.

Tientsin—Per Haichow, 26th Sept., 3 p.m.

Shanghai and North China—Per Chinhu, 26th Sept., 3 p.m.

Straits, India via Calcutta—Per Namsang, 27th Sept., 11 a.m.

Straits, Burma, Ceylon, Adelside, Western Australia, India, Aden, Egypt, and Europe via Brindley (Late Letters 11 a.m. to noon. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail (Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel Mail will be closed on Friday, Sept. 27th at 5 p.m.—Per Devanha, 28th Sept., 11 a.m.

Philippine Islands—Per Yuensang, 28th Sept., 1 p.m.

Weihaiwei, Chefoo and Tientsin—Per Kueichow, 28th Sept., 3 p.m.

Weihaiwei, Chefoo and Tientsin—Per Kueichow, 28th Sept., 3 p.m.

Shanghai and North China—Per Anshu, 28th Sept., 5 p.m.

Japan via Yokohama—Per Follala, 30th Sept., 11 a.m.

SHIPPING NEWS.

ARRIVED.

Hongkong, B. s. s. 999, Morro, 19th Sept.—Hongkong 17th Sept., Coal—B. & S.

Prins Ludvig, Ger. s. s. 5,883, F. v. Binkor, 19th Sept.—Yokohama 7th Sept., Mail and Gen.—M. & Co.

Unda, Br. s. s. 879, J. A. Campbell, 19th Sept.—Shanghai 14th Sept., Ballast—A. P. Co.

Silena, Ger. s. s. 2,854, J. Ernst, 19th Sept.—Shanghai 15th Sept., Gen.—H. A. L.

Paklat, Ger. s. s. 1,000, G. Wenzel, 19th Sept.—Samarang 9th Sept., Sugar—B. & S.

St. Albans, Br. s. s. 2,487, H. A. Piggett, 20th Sept.—Australia and Manila 17th Sept., Gen.—G. L. & Co.

Huangang, Br. s. s. 1,868, S. Wilde, 20th Sept.—Canton 19th Sept., Gen.—J. M. & Co.

Ningpo, Br. s. s. 1,228, T. W. Pickard, 20th Sept.—Canton 19th Sept., Gen.—B. & S.

Chip Shing, Br. s. s. 1,100, Mooney, 20th Sept.—Canton 19th Sept., Gen.—J. M. & Co.

Chiyun, Chi. s. s. 1,177, Jameson, 20th Sept.—Shanghai 14th Sept., Gen.—C. M. S. N. Co.

Rubi, Am. s. s. 2,747, S. A. Crosby, 20th Sept.—Manila, P.I. 18th Sept., Gen.—S. T. & Co.

Sungkiang Br. s. s. 987, H. Mathias, 20th Sept.—Hoihow 19th Sept., Gen.—B. & S.

Taming, Br. s. s. 1,352, G. H. Pennington, 20th Sept.—Manila 17th Sept., Gen.—B. & S.

CLEARANCES AT THE HARBOUR OFFICE.

Arriving for Singapore, Benavon, for Nagasaki.

Arriving for Hongkong, Achilles, for Liverpool.

Arriving for Macassar, Karimoon, for Macassar.

DEPARTED.
Sept. 20.

Halying, for Foochow, Tungshing, for Canton.

Linn, for Canton, Fukui-maru, for Wakamatsu.

Prins Ludvig, for Straits, Bonavon, for Japan.

Otaichi, for Philippine Islands, Hongkong, for Kobe.

Karimoon, for Macassar.

PASSENGERS ARRIVED.
Per s. s. Prins Ludvig arrived 19th Sept., from Yokohama, &c.:—

Bonberger, Capt. McKee, D. Brand, H. S. Movel, P. Cruz, Miss F. Motton, Mrs. Chan, Mrs. Fujii, S. Fleishmann, S. Heybman, E. Tam Wing.

Havran, Mrs. C. Tong Show-king, Hovsch, Mrs. S. Ting Yuh.

Kaldor, Mr. and Tsing Hi, Mrs. Yueng Foh, Yung Yuen-lan.

Per s. s. Taming, arrived 20th Sept., from Manila:—

Cholan, Mr. & Mrs.

PASSENGERS DEPARTED.
Per s. s. Butir, sailed on 18th Sept., for Shanghai, &c.:—

Albino, A. Ben, H. Cross, Mr. Drude, F. E. N. Gutmann, Dr. and Paterson, D.

Mr. Haley, G. A. Horobetz, F. Horobetz, E. Hachem, A. F. Iras, Mrs. G. Faber, Geo. S. Kitch, Miss K. Lubeck, Miss Mao, S. C. Moo or, L. Menearini, M.

Menearini, Miss Monohy, S. J. R. de Moodeen, F. D. Reshly-ma, K. Paterson, D. de Perreira, Miss M. B. Schroeter, Mr. and Mrs. Schaff, I. Schaff, Miss E. Schaff, Miss Stiebel, P. I. Volpicelli, Mrs. Z. Yen Tung, Yau Lee.

SHIPS PASSED THE CAYAL.
London, September 3.

Arrivals from China:—Bellerophon, Myraidon, Yok. Rheus.

The following vessels have passed the Canal:—Calchas, Montrose, Princess Alice, Yunnan.

London, September 6.

Arrivals from China:—Brasilia, Indomeneus, Kamo Maru, Brumley.

The following vessels have passed the Canal:—Armand Behlo, Dunbar, Indramayo, Nyansa, Fern, Athens.

London, September 10.

Arrival from China:—Princess Alice.

The following vessels have passed the Canal:—Berkli, Phatshiro, Indramayo, Kamber, Kanagawa Maru, Laertes, Petrus, Sibthol.

London, September 13.

Arrivals from China:—Armand Behlo, Monmouthshire, Middleham, Ocelot, Sambla.

The following vessels have passed the Canal:—Aki Maru, Bohemia, Dardanelles, India, Laiton, Petrus, Pambouk, Wey, Ocelot.

WEATHER REPORT.

On the 20th at 12.35.—The northern anticyclone now covers central Japan and the Sea of Japan. It has weakened slightly.

The typhoon to the East of northern Luzon now appears to be travelling northward.

Moderate N.E. winds are indicated along the East coast of China, and moderate N. winds over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to day, 1.08 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

DISTRICT. FORECAST. N. winds, fresh, cloudy, rain at times.

1 Hongkong and Neighbourhood.

2 Formosa Channel. N. E. winds, fresh.

3 South coast of N. E. winds, China between Hongkong and Lamook.

4 South coast of China between Hongkong and Hainan. Th. rain at No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

20th September, a.m.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Direction.	Force.	Weather.
Wanchow	7 a.m.	30.08	52.97	88	0	b	
Namtu	6 a.m.	30.06	—	—	—	—	
Likodote	—	30.18	—	—	—	—	
Tokio	—	30.16	—	—	—	—	